

Mr. PUGSLEY. The most important suggestions are being rapidly and steadily acted upon.

Mr. MONK. I do not take it that way. Perhaps if my hon. friend—

Mr. PUGSLEY. Take Fort William, Port Arthur, Victoria, Tiffin, St. John, Vancouver, the Georgian Bay survey—

Mr. MONK—not one single suggestion of any importance in that report has been carried out.

Mr. RIVET. What about the improvements carried on in Montreal?

Mr. MONK. Not one single suggestion in the report of any importance. What do we find in that report? It lays down as a fundamental principle that five or six or seven of our ports, which the commissioners have examined carefully, must be made national and free ports, Prince Rupert, Vancouver, ports on the Pacific ocean, some of the lake ports and they gave the reasons for these suggestions. My hon. friend speaks of Montreal, as being an example of the carrying out of those suggestions. Will my hon. friend say that Montreal has been made a free and national port?

Mr. RIVET. I will.

Mr. MONK. And that the improvements suggested by the commission have been carried out?

Mr. PUGSLEY. It has been made a national port.

Mr. MONK. What money do we owe the government, what money have we received for the improvement of the port of Montreal or carrying out a single suggestion? We have improved the port, we have obtained the credit of the government, borrowed money and carried out improvements, admirably carried out under the present commission of the port of Montreal. But in what way is it a free port? The charge is increasing every year as it must increase necessarily if the suggestion of this commission is not carried out and it is not made a free port. What is the amount taken out of the port of Montreal every year? Is that a free port? It is neither a national port nor a free port. A couple of years ago, the Minister of Marine and Fisheries of that day maintained in this House that the commission had not advised that this port should be made free, and I had to hunt up the report of the commission and show that part to the minister in which that recommendation was made, and thus made him acquainted with the fact that the commission had suggested that Montreal should be made a free port. Neither has their suggestion been

carried out with regard to the port of Quebec. Improvements have been made in that port, some of them with government money, but is it a free port? Is St. John a free port, as the commission advised, or Halifax?

What the commission advised as urgent and important, namely, the making of our ports free, the proper equipment of our ports on the great lakes, has not been carried out; and we shall require to spend at least \$100,000,000 to carry out the suggestions of the commission, even if you confine yourselves merely to the freeing and nationalization of our ports.

The commission advised the building of the Georgian Bay canal as an urgent matter. After Mr. Reford had sent in his report, he wrote a special, additional report to the government, which must be in the hands of the Minister of Public Works. That additional report, or letter, was written to impress on the government the extreme urgency and necessity of building that canal at once. In view of what has been done in the United States, Mr. Reford thought it necessary to write an additional letter to the government urging that the work should be gone on with at once, and that letter was published in the March following in the Montreal 'Herald.' What do the commission say about the Georgian Bay canal, and I mention this because my hon. friend from Grenville (Mr. Reid) seems to doubt what their choice was between any other means and a direct or through water-way from the lakes to the head of ocean navigation. They say:

Your commission unhesitatingly affirm their belief in the desirability of a thorough water-way from the head of Lake Superior to ocean navigation, to aid in the carriage of the grain and the regulation of rates of a standard not less than that above set forth, so that the largest vessels navigating the great lakes can continue their voyage to ocean navigation or as near thereto as possible. But in view of the fact that the government has undertaken the survey of a proposed route by way of the Fraser river to Lake Nipissing, and thence by way of the Ottawa river to Montreal, and as the feasibility of this route from a commercial as well as an engineering point of view, and if feasible its cost, has not been ascertained, and further in view of the fact that the government has also undertaken a survey of the Welland canal and its vicinity, looking to its possible enlargement and diversion, your commission do not see their way clear to any recommendation as to route, but would recommend that, in case the Ottawa river scheme because of want of feasibility from a commercial or engineering point of view, or on account of its cost or for other reason be not adopted, then the Welland canal be enlarged and deepened to the standard of the Sault Ste. Marie canal, with a view of enabling vessels of the largest size to continue their voyage to Kingston or Prescott, thus bringing their cargo to within say 180 miles or less of Montreal before discharging same.