

|                                    | Miles. |
|------------------------------------|--------|
| Port Arthur to Depot Harbour... .. | 510    |
| Distance to Midland, about.... ..  | 510    |
| <hr/>                              |        |
| New York to Liverpool... ..        | 3,105  |
| Montreal to Liverpool... ..        | 2,821  |
| <hr/>                              |        |
| Difference in our favour... ..     | 284    |

Now, Mr. Speaker, what is being done to-day by the Canada Atlantic Railway is certainly evidence that the rail and water route is the cheapest and best route from the west to the east. We find that during last year some 20 million bushels of grain were carried from Depot Harbour to the eastern ports, and the hon. member for Bothwell has suggested that that was largely American grain from Chicago. The Canada Atlantic Railway would have been able to handle five to ten times that quantity if they had had elevator facilities in Montreal for that grain. The distance from Milwaukee, from Chicago, from Duluth, is shorter to Canadian ports, to the port of Montreal, than to the ports of Buffalo and New York. In other words, a bushel of grain can be carried cheaper from those ports to the Georgian Bay ports than it can be carried to the port of Buffalo. All the ports on the Georgian bay can be made trade centres for grain. If this scheme which the government proposes were feasible, and if the proposed route could carry grain, as they pretend it could, from the west to the east, then it would simply mean the destruction of these Georgian Bay ports, which are now enjoying such a large and profitable trade from the carrying of grain.

Now, Sir, we have two great routes from the west to the east; the all-water system through our lakes and canals, and the lake and rail system. I am sorry to say that owing to this government not being abreast of the times the all-water system is not doing the work that it should do. In what position is a large vessel leaving Port Arthur and Duluth and arriving at the eastern end of Lake Erie? We have no elevators at Port Colborne. They have twenty-two elevators at Buffalo, the most modern and up to date elevators. Vessels of the class that I have mentioned cannot get through the Welland canal, and they have no way of discharging their cargo except by discharging it at Buffalo. If we had modern elevators at Port Colborne we would find that the class of vessel which carries 300,000 or 400,000 bushels of grain would come from Fort William or Port Arthur and unload into these elevators and that the grain would then be carried in a smaller class of vessels from Port Colborne to Montreal and Quebec. But, unfortunately, we have no facilities whatever. With a very moderate expenditure of money the Welland canal could be so improved that vessels drawing 22 feet of water could pass through that canal. As we all know when they pass through that canal they go to Kingston

Mr. PRINGLE.

and discharge their cargo there in elevators and there would then be only a short distance to be traversed between Kingston and Montreal or Quebec. I concede at once that from Kingston down it is a physical impossibility to get the channel of 22 feet in depth. We have done all we can do from Kingston down in giving a channel of 14 feet. I see passing every week the Wolvin steamers. These steamers are carrying grain from Chicago to Quebec for three cents a bushel, and some of the gentlemen connected with that company have told me in conversations which I have had with them that if we had a proper depth in the Welland canal and if we had proper elevator capacity at Port Colborne, grain could be carried for less than they are now carrying it for, in the class of vessels which they have to use to go through the St. Lawrence canals. I have statistics here in regard to the amount of grain that is passing through the St. Lawrence canals, and I am sorry to find that it is such a small quantity. If the St. Lawrence canals were improved, if we had adequate elevator capacity at Port Colborne and the Welland canal enlarged, I am satisfied that a very much larger quantity of grain would pass through to Montreal and Quebec.

Mr. KENDALL. What is the tonnage of the steamers plying between Chicago and Quebec?

Mr. PRINGLE. I cannot tell the hon. gentleman the exact tonnage.

Mr. HUGHES (Victoria). Upwards of 2,000 tons.

Mr. PRINGLE. They carry 60,000 bushels. They draw 13 feet 9 inches of water fully loaded. At this season of the year we have rather high water. They are able at present to go down drawing 13 feet 9 inches, but a little later on they will have to lighten their cargoes very considerably. We get lower water during the later part of August and in the month of September. We have spent \$80,000,000 in building our system of canals. The distance between Port Colborne and Montreal is 367 miles, out of which there are 63 miles of canals, the balance being made up of lake and river navigation. If improvements could be made in the Welland canal and if instead of a system of 22 locks there were only half a dozen locks and a depth of 22 feet, this larger class of vessels might go through to Kingston and discharge their cargoes there.

At one o'clock, House took recess.

House resumed at three o'clock.

Mr. PRINGLE. Mr. Speaker. When the House adjourned at one o'clock I was dealing with the shipping of grain along the water routes. I find Mr. Speaker from statistics that last year there were shipped from the two Canadian Lake Superior ports,