

until December 17, but until the 1st of January? It is simply a question of the expenditure of money on ice-breakers. Let the Government next year, for the first time, if it can be done at all as against nature, keep the ice open from Montreal clear through to Quebec until the 1st of January, or until every bushel of grain that can possibly be brought down there has been brought down.

I know I shall be told that the trade cannot be done at Montreal by reason of the laws of supply and demand; we not being a free trade country and not importing vast quantities of goods from England, there are not the requisite number of ships at Montreal; and not only by reason of the fact that we have not that trade, but also because our population will not attract ships to Montreal as they are attracted to New York. It is obvious that there are more ships coming into New York than into Montreal, by reason of the greater population of the Republic as compared with our own; but there is this point to be considered, that if the Government of Canada can by an educational propaganda induce the farmers of this country to produce more cheese, more poultry, more dairy products, and do an enormous business in meats, there will be greater quantities for export at Montreal than there are to-day. And there will be a composite cargo. You will have the cheap cargo of wheat, of course, because it has to go over at a cheaper rate, and in the next place you will have better rates of freight on the dairy products and other classes of goods.

The enormous amount of money that we have expended is, I think, regrettable to the people of Canada, and if it is true that the trade through New York state is going to increase, all I can say is that this is the time for the Government to be on the alert. The Welland canal cannot be finished and will not be finished for five years; so we ought in that time to make every possible effort to deflect the trade in the direction I have indicated.

Now, is there an opportunity to concentrate that trade, as I have suggested? I think that in the investment of money it is proper for the Government to follow the lead of investments by private persons and companies, and if the Government always follows the principle of not making any investment unless they see private capital being invested along similar lines, there will not be many mistakes made. The Canadian Pacific railway is a great system of transportation. The Canadian Pacific

railway has a terminus at Fort William. They saw the grain leaving Fort William and going to Buffalo and off that way. They had to bid adieu to it at Fort William, after they had obtained their money from it in the freight by rail. What was the reason for that? The reason was that their port was at that time Owen Sound and because of grades and distance from Montreal they were unable to compete with Buffalo. But they changed their plan of operation; they went down to the lower end of the Georgian bay, near where I live, and established a port at a place called Port McNicoll. They built a railway from Port McNicoll to Peterboro to their main line that I think I am safe in saying has not a peer on the American continent. As proof of that I tell you that a train of seventy cars, each carrying 1,500 bushels of grain, has been drawn by one locomotive. That is an enormous load, one which nobody would ever have dreamed could be drawn by a single locomotive. What is the result of that? I think this year they have carried through there about 40,000,000 bushels of grain. One handicap which they have had—and I say this with all due deference to St. John—is that after the port of Montreal had been closed they had to carry the grain that might be in storage on the upper lakes through to St. John, and the additional haul seems to have been more than the trade could bear. In passing, let me say that the Grand Trunk has a similar system of transportation from the town of Midland, but unfortunately the line from there to Belleville, where they meet the main line, has not the grades and is not up to the standard of the Canadian Pacific line; but in spite of that I think they have probably carried 30,000,000 bushels of grain this year.

There was a time when it was thought necessary to construct large elevators in the East in order to carry grain from the head of the lakes; but that time is past. If you were in Midland to-day, or Port McNicoll, you would see, I suppose, upwards of 15,000,000 bushels of grain in storage right in the vessels. The vessels are moved up and the cargoes are discharged directly from an elevator into the cars, dispensing altogether with the storage in elevators, which of course means a large saving.

I have heard the statement made that about one-fifth of the labour element of this country is connected with the railway systems. It is true that there is vast numbers of men employed on the different railway systems of the country. If it should