

of great importance to us. The Trent waterway has a shore line of no less than a thousand miles, so that the offal produced from the grain can be distributed cheaply and economically to every part of the Midland district, and this offal can be sent by barges down the St. Lawrence and to other parts of the country at an exceedingly low freight rate, so that our farmers will have the cheapest possible fodder for their cattle and hogs. Then, the question of having this offal consumed in Canada has an important bearing on the position Canada occupies to-day in regard to the export of cheese, butter and bacon to foreign markets. Last year Canada exported upwards of \$24,000,000 worth of cheese; of this the province of Ontario exported no less than \$17,000,000 worth. Last year Canada exported \$7,000,000 worth of butter and \$12,000,000 worth of bacon. When you take into consideration these important exports, you can form some conception of how vitally the farmers of this country are interested in the raising of hogs and cattle, and in having them supplied with proper fodder; and we cannot obtain fodder more cheaply and economically than by having our grain ground in Canada. The home consumption of cheese, butter and bacon is in the neighbourhood of \$50,000,000 a year. These large figures show how vitally the farmers of the whole of Canada, and particularly the farmers of Ontario, are concerned in the cattle and hog industry. When we realize the returns that come to them in money from the proceeds of the sale of these products in foreign markets, we can readily appreciate how important it is to them to have their grain ground in this country, and the resulting offal disposed of cheaply and economically to them. Therefore, it does mean much to us to have that Trent waterway completed, because it furnishes low freight rates, the necessary amount of power, and the means whereby the offal can be cheaply produced and used as fodder for our cattle. Moreover, the opening up of that route would stimulate manufacturing of all kinds. Another matter that is worthy of consideration is the position which the Canadian miller would occupy in competition with foreign mills. As matters stand now, the freight rate on grain is commonly less than that on flour; but we have to take into consideration all the various factors involved in the question whether or not grain can be as economically ground in Canada as in mills erected say on the Liverpool docks. In order that hon. gentlemen may correctly appreciate the situation, I may say that the local freight rate on grain from Liverpool to Manchester, notwithstanding the fact of the ship canal, is as much as the rate from New York or Halifax to Liverpool. I have stated that the local rates in England are exceedingly high, for instance, on the product of a mill at Liverpool shipped to other

seaport towns the rate is about the same as from New York to Liverpool; so that the rates charged by the ocean vessels on flour do not handicap Canadian mills in favour of the English mills as much as might be supposed.

At six o'clock, House took recess.

After Recess.

House resumed at eight o'clock.

PRIVATE BILLS.

CONSIDERED IN COMMITTEE—THIRD READINGS.

Bill (No. 80) respecting the Pacific Northern and Omineca Railway Company.—Mr. L. G. McCarthy.

Bill (No. 29) respecting the Vancouver and Lulu Island Railway Company.—Mr. Macpherson.

Bill (No. 43) to incorporate the Brandon Transfer Railway Company.—Mr. Sifton.

Bill (No. 33) respecting the British Columbia Southern Railway Company.—Mr. Gallihier.

Bill (No. 34) respecting the Columbia and Kootenay Railway and Navigation Company.—Mr. Gallihier.

Bill (No. 27) to incorporate the Kamloops and Yellow Head Pass Railway Company.—Mr. Gallihier.

Bill (No. 92) respecting the Essex Terminal Railway Company.—Mr. Clarke.

SECOND READINGS.

Bill (No. 125) respecting the Algoma Central and Hudson Bay Railway Company.—Mr. Dymont.

Bill (No. 128) respecting Puebla Light and Power Company, Limited, and to change its name to 'Puebla Tramway, Light and Power Company.'—Mr. Calvert.

Bill (No. 129) to incorporate the Winnipeg Loan and Trust Company.—Mr. Lefurgey.

Bill (No. 130) respecting the Grand Valley Railway Company.—Mr. Calvert.

Bill (No. 132) respecting the Ontario, Northern and Timagami Railway Company.—Mr. McCool.

Bill (No. 133) respecting the Niagara, St. Catharines and Toronto Railway Company.—Mr. Calvert.

Bill (No. 134) respecting the Toronto and Hamilton Railway Company, and to change its name to the 'Toronto, Niagara and Western Railway Company.'—Mr. Guthrie.

Bill (No. 137) respecting the city of Toronto.—Mr. Macdonell.

Bill (No. 139) respecting the Northern Commercial Telegraph Company Limited.—Mr. German.