

What are we doing to-day at Montreal? The figures show that the export grain trade at Montreal has diminished nearly 10,000,000 bushels from the year 1901 to 1904. After expending millions of dollars on the port of Montreal, to our annoyance and regret we are actually going 10,000,000 bushels behind there in the last three years in the export of grain.

Mr. PATERSON. It has picked up since, has it not?

Mr. BENNETT. I have the figures of 1904 as given in the report of the Montreal Board of Trade, 13,846,198, while in 1901 it was 22,094,460 bushels.

Mr. PATERSON. 1904 was a short year.

Mr. BRODEUR. Would my hon. friend be kind enough to repeat the figures given?

Mr. BENNETT. The exports from Montreal as shown by the report of the Board of Trade in Montreal in 1901, were 22,094,460 and in 1904, 13,846,198. That is a very considerable diminution of their receipts, and I saw in the public press the other day that a line of boats that has been carrying a considerable quantity of grain into Montreal from the upper lakes, the Wolvin line, were to be taken off this year. That was copied from Montreal papers in the 'Journal' of this city on the 21st of April. Among other things it says:

The company, generally known as the Wolvin line, has the largest fleet of grain carriers between Montreal and the west, and heretofore have shipped through Montreal. Owing, it is said, to the large charges for handling grain at this port they will no longer use it, but go to better equipped American ports, such as Boston and Philadelphia.

In shipping grain through for shipment to Europe the company has been compelled to store its grain in elevators at its own cost. This often meant the difference between profit and loss. In shipping through Buffalo and other American ports, there will be no extra charge of this kind, owing to the system of conveyers enabling them to run the grain direct from their boats to the ocean freighters.

Considerable indignation is expressed in shipping circles that the moribund harbour commission should let the port appliances get so far behind the times in this way.

What has been done in Montreal in the past few years and what is being done in this country as a whole? Within the past ten years we have constructed a very large elevator, at a cost, I suppose, of a quarter of a million dollars at St. John. That grain elevator, I am told, is unused, not a bushel of grain has been passing through it for a long time and as my hon. friend beside me says it never did. Here is a decrease in the quantity of grain received at Montreal and there has been a large expenditure at the port of Montreal; a very large grain elevator has been erected there which has done little or no business in the grain-handling trade, and now we find that the Canadian

Pacific Railway are centering their traffic trade at Quebec, owing, I suppose, to the fact that they can bring up larger vessels there and there is not the detention of the slow running between Quebec and Montreal.

Now, in what position is this country to-day? The country has pledged its credit to the extent of millions of dollars on the Grand Trunk Pacific Railway system, and those who will own that system must of necessity spend millions of dollars more in the construction of their lines; the Canadian Northern people have invested immense sums of money in the construction of their lines, and the Canadian Pacific Railway Company have done the same. These railway companies have all been bonused heavily by the people of Canada. They all of a necessity centre at the head of the great lakes, at Port Arthur and Fort William. It is true, the Canadian Pacific Railway Company have their short line to Duluth, by which they have carried and will continue to carry a large quantity of grain. We are opening up our Northwest country, from which we shall have millions of bushels of grain for export. That grain must come down to the head of the lakes, and are we going to permit it to go to Buffalo, as it has been doing in the past, affording employment to American vessels, and not Canadian alone?—because American vessels can go to Port Arthur or Fort William and carry the grain on equal terms with our own people. The trade with Buffalo is increasing by millions of bushels. That is a demonstration that the proper way to carry grain is by the largest vessels on the great lakes, and thus get the advantage of water competition with the railway systems. We have spent \$70,000,000 on the Welland and St. Lawrence canal systems. We shall have running to the head of the great lakes these three great railway corporations, and it remains for the people of Canada to decide whether that trade is to go by way of Buffalo or by way of Canada. I agree with the opinion of these gentlemen, expressed in their report; and the Grand Trunk Company have demonstrated, by expending large sums of money, that the only possible way to compete with Buffalo is to carry the trade by the largest vessels to a port on the Georgian bay—and they have seized on Midland as their port—and then by the best possible line of railway to the sea-board whether that is Montreal or Portland. Hon. gentlemen here are interested in the city of Montreal, and in the future of the port of Quebec. There will be no sentiment on the part of the Grand Trunk Railway Company as to whether they shall take the trade to Montreal or to Portland. The Grand Trunk Company are going to carry it to the port to which it will pay them best to carry it. The Canadian Pacific Company must, if they take it to the Atlantic, carry it to the port of St. John; and whether they are going to be in a position to carry