

ment, or any other government, that will spend money for this purpose, and spend it in such a way as will enable the people of this country to compete with the tremendous influences which affect this question of transportation to the south of us. There is no reason to be afraid of spending money. I am not afraid of spending money. And the country is not afraid of spending money. But let us spend it in a reasonable and proper way. And no saner or better way can be found of spending the money of this country than in providing these terminals on the lakes, developing the lake ports to which I have referred, improving the St. Lawrence waterway so as to make it as perfect as money can make it, and placing the ports of Montreal, Quebec, St. John, Halifax and any other national ports on as good basis as any American ports. I have already explained my position with regard to a shorter line for the Intercolonial through New Brunswick.

It is very near six o'clock, but, if it is not asking too much of the indulgence of the House, I would like to finish what I have to say before you leave the Chair, Mr. Speaker.

The elevator question in the west, in connection with these terminals, is a very important one, and it is one that will have to be dealt with by the government, and dealt with under the best possible expert advice. We know that in the western states a farmer, on putting his grain in the warehouse, gets a certificate which is guaranteed by the state and which is practically so much money to the person for whose benefit it is given. He can go to any bank and draw the amount at once. This is a matter that I have not studied or carefully considered; but it seems to me it would be a proper subject for the government to fully investigate, with a view to deciding whether some similar system could not be adopted in this country, so that the farmer of the west, putting his grain into warehouse would receive such a certificate, would, if necessary, have the whole faith of the country pledged to the accuracy of the certificate, and be able to realize upon his grain at once. It is

a question not without difficulties, not without complications. But there are dozens of questions as important to the people of this country as this one, which this government does not seem to have investigated at all, but which would have been investigated and placed before the House in suitable form if the government had proceeded with the policy they brought down at the opening of the session and repeated in the month of May last. Do not let any man in this House or out of it believe that he understands the question of transportation thoroughly. I do not believe there is any one man in Canada who understands that question completely in all its aspects. You would have to get a number of the best railway men in Canada together in order to understand the complexities and difficulties of the situation, so as to be able to meet them. For example the Canada Atlantic Railway is competing at Duluth and Chicago for western grain. Matters of this kind should be considered and weighed as they affect the problem in the east. All the questions affecting the right of the farmers of the west to store his grain practically at the expense of the country, without charge, except as afterwards included in the railway freight rate—because, I believe, that is what is done in the western states, where the elevator charge for a certain period is not paid in the first instance by the farmer, but is absorbed in the railway charge—all those things should be studied. It may be found necessary for this government to take steps to relieve the congestion in the west, and for the purpose of relieving that congestion, to exercise the running rights I have referred to over the Intercolonial to Winnipeg, and to provide in Winnipeg additional terminals to those I have suggested on the shores of Georgian Bay. I think that is a great possibility, a very serious possibility, and perhaps in the not very distant future. Because we shall have enormous grain crops in the North-west, and it would be an economic waste it seems to me, for 100,000 farmers to build 100,000 barns or warehouses, when, by means of proper transportation facilities, their grain could be stored for a merely nominal charge in elevators erected as a common enterprise.

Now, let me say in conclusion, that this