

and afford employment to thousands of men within our Dominion. That means an increased population and the advancement of our manufacturing interests as well.

Let me tell you, honourable gentlemen, that despite our much vaunted water communication between Montreal and the head of the lakes, the quantity of wheat alone exported from our own Canadian Northwest by way of Buffalo, in the years 1916 and 1917, totalled 179,222,635 bushels, while to Montreal in 1917-1918 we sent only 56,010,902 bushels. Nearly four times as much wheat went to Buffalo as went to Montreal. Not only are we losing our own trade, not only are the Americans coming in and taking it from us, but with the advantages that we have developed we should hold every bushel of it and take a large part of the American trade at Buffalo; but we are sitting idly by and doing nothing. That is the fact and it cannot be gainsaid.

Now I take the figures of the port of Montreal for the year 1918. The total quantity of grain of all kinds which passed through Montreal was 56,448,566 bushels. In the preceding year the quantity was 58,292,646 bushels.

The total output of wheat in Canada amounts to some two hundred million bushels. There is consumed, according to what I consider well authenticated figures, about one-half of that quantity for food and seed, leaving about one hundred million bushels for export. Yet we find to our mortification, as the figures prove, that it is going by way of Buffalo. But that is not the worst of it. If we could keep only one-quarter or one-third of the trade, it would not be so bad. But what are we threatened with to-day? In an evil moment—to my mind, at least, it was an evil moment—the Government of Canada decided upon starting what was known as the deepening of the Welland canal. The time has gone by to call a halt on that. So much money has been expended that the expenditure will inevitably continue. But what will be the result? We hope and we trust that it may inure to the benefit of Canada, but I am going to read one clipping from an American paper—I have read many such clippings in the past—as to the manner in which the people of the United States view the deepening of the Welland Canal:

Oswego, N.Y., October 18, 1917.—This city is exceedingly sorry that the Canadian Government has suspended work on the Welland Canal until after the war. Oswego has been figuring on benefiting perhaps more than any

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other port on the lakes from the Canadian public work. Before the introduction of the large boats now in use on the lakes Oswego was a great commercial centre, and it hopes to see this business restored when the completion of the new canal enables the huge grain and ore boats to come down without breaking bulk.

As the Welland Canal is to be free to the United States by treaty, the largest Canadian lake ships will deliver grain cargoes to 1,500-ton United States barges at Oswego, in the New York State Barge Canal for New York instead of to 200- and 300-ton barges as at present, and thus they will compete with the large Canadian ships discharging into 2,000-ton barges at Prescott or Kingston for Montreal.

What does that all mean? Let us take an illustration. Two grain vessels stand in lake Ontario. Each is laden with 500,000 bushels of grain. The American says that if the grain is for export to Great Britain the vessel will turn in to Oswego. Why? Because at Oswego the cargo can be transferred to barges carrying 50,000 bushels, and a procession of those barges can move down to the port of New York and on that basis, it is estimated, grain can be transported from Oswego to New York at 2½ cents a bushel. When you add to that the one cent a bushel for transportation in the large vessel, there is a rate of 3½ cents a bushel from the head of the lakes to New York via the American system, to which the people of Canada are contributing so liberally by the construction of the Welland canal. But there are those who contradict that. They say no—that the two vessels will go over to Kingston and transfer their cargo there, and it will proceed to Montreal and will be there loaded into ships. We hope that it may all prove true; but do not forget this, that the time when the grain is moving in large quantities is not in the months of June and July—the summer months—at all; it is in the fall of the year, at the last of the season, when the harbour of New York is open and the port of Montreal is closing up.

"Now it is all very well," I shall be told, "to find fault, but you should supply a remedy." I say that the Government of Canada should start next season with the remedy, if a remedy is practicable, and before the system of transportation via the enlarged Welland Canal and the barge system in the States goes into force, we should concentrate and do everything possible to bring this trade to the port of Montreal. One suggestion I would make is this. Last year we had an abnormal season; it was a very open season; the port of Montreal was open until December 17. Why not have the port of Montreal kept open every year, not only