

points the railways are on the Georgian bay and Montreal ?

The MINISTER OF PUBLIC WORKS. I have just stated that, between Montreal and North Bay the distance is 364 miles as against 445 miles between Buffalo and New York.

Mr. SPROULE. But what is the distance between Parry Sound and Montreal, and Midland and Montreal ?

The MINISTER OF PUBLIC WORKS. The distance is about the same.

Mr. SPROULE. Then, you do not make much by the change.

The MINISTER OF PUBLIC WORKS. My hon. friend (Mr. Sproule) must not forget that Midland is a port reached by the Grand Trunk Railway, and that nearly all the Grand Trunk Railway freight from Midland to-day goes to American ports.

Mr. CLARKE. How about Owen Sound ?

The MINISTER OF PUBLIC WORKS. That is a point a great deal further from Montreal, and, moreover, between North Bay and Montreal, the railway goes on a down grade. It is very difficult to-day for the Canadian Pacific Railway to carry grain, indeed almost impossible, because of the location of the railway. Now I ask the House not to lose sight of this fact, that up to this date, in spite of the fact that we have invested one hundred million dollars in the Canadian Pacific Railway, nearly all our Canadian crops are shipped through American ports. That fact cannot be disputed. There is a reason for it, and it is this: The Canadian Pacific Railway is located in such a way that it is too expensive to carry grain by rail from one point to another, in competition with American roads. I will say no more on this point.

Mr. BENNETT. Before the minister leaves that point, I would like to ask him a question. Boats carrying 200,000 bushels, which would be boats about 450 feet in length, would they go up to North Bay docks and Calander docks, or would they simply go to the west end of Lake Nipissing, and what would be the depth of water to be found in Lake Nipissing ?

The MINISTER OF PUBLIC WORKS. There is deep water in the middle of Lake Nipissing. It would be necessary of course, to build accommodation there, as everywhere else. Now, Mr. Speaker, I see the difficulty. Every local interest and every harbour which thinks it might be hurt by that great national highway, rises up and says: Don't make that great improvement, but continue on in the old way, and let American boats take our Canadian trade. That is the whole difficulty in a few words. Well, Sir, we have reached Montreal. A great deal has been said about the port of

Montreal lately. I am very sorry that my hon. friend from Jacques Cartier (Mr. Monk) is not in his seat. He told us a day or two ago that we are wasting our time in Montreal, especially.

Mr. KEMP. With the permission of the Minister of Public Works may I ask him just one question ? It has been stated that the mouth of the French river on the Georgian Bay is sixty miles from North Bay. May I inquire from the Minister of Public Works how many miles from the mouth of the French river on the Georgian Bay is the Soo line of the Canadian Pacific Railway ?

The MINISTER OF PUBLIC WORKS. I cannot answer that question at the moment. The figures could easily be made out, but I have not got them under my hand.

Mr. HUGHES (Victoria). May I ask the hon. minister a question ?

The MINISTER OF PUBLIC WORKS. No, I cannot allow any more interruptions on questions of detail, but I will be glad to answer any general question. A good deal has been said about the port of Montreal. Perhaps too much discussion has taken place, but I could not help it. The hon. member for Jacques Cartier said that we have lost a year in building elevators in Montreal. Now that the attention of the House has been called to that question, I will be glad to take the House into my confidence. I may say at the outset that no time has been lost at all. Last year parliament voted \$1,000,000 for the equipment of a port at Montreal and to build elevators and so on. The harbour commissioners who were charged with the disposition of that money, subject of course to the approval of the government, did not ask for tenders before the month of September last. It would have been impossible for any contractor to lay down foundations in Montreal during the fall. Tenders were asked, but no specifications or plans had been prepared. Mr. Kennedy, the chief engineer of the harbour commissioners, had only prepared what he styled a statement of the requirements, showing in general terms that the harbour commissioners wanted an elevator with a capacity of 1,000,000 bushels. Five tenders were sent in. Every contractor sent in his tender according to his own plan. There was consequently no lowest and no highest tenderer, every one, as I said, tendered on his own plan. Among the tenders sent in was one from Mr. Jamieson. When the plans were presented for my approval I noticed at once that the last sentence of Mr. Kennedy's recommendation of acceptance to the harbour commissioners, mentioned a test of the strength of the whole structure. Now, Mr. Speaker, the plans were subject to my approval. I had been entrusted by this parliament with the duty of carefully expend-