

ed out and read from the report it is the policy in so far as the opinion of these commissioners is concerned—and I hope that their policy may prevail with the government—that there shall be a considerable quantity of the water frontage purchased or acquired by the government—it can only be acquired by purchase—and that Midland shall be made what is known as a national harbour. Let me point out to the House now what will be the result if that line of policy is carried out. First and foremost, the Grand Trunk, with great foresight—with the most commendable foresight—when the Canadian Pacific Railway and the Mann and Mackenzie systems were asleep, went to work and purchased a very great and valuable water front at Midland and to-day they have a frontage there that I believe if Mann and Mackenzie or the Canadian Pacific Railway could possess themselves of they would do so in the twinkling of an eye. But, they have been forestalled by the Grand Trunk and knowing the position of affairs to-day at Midland, I think that is the reason why the commissioners have made the recommendation that there should be secured at Midland a large water frontage that would serve for the purpose of making it a national port. What would follow if that were done? It will be possible to acquire a frontage upwards of a mile in length at which you could have an unlimited depth of water and a capacity to meet all the requirements of the deepest draught vessels on the great lakes. That property if owned by the government would be available not only for the Grand Trunk, but also for the Canadian Pacific Railway and the Mackenzie and Mann system if they should build their system eastward, as proposed so as to connect the Georgian bay with Montreal or with their line at Hawkesbury. Were this policy, foreshadowed or advised by the commission, acted on to-day, the result would be that you would have at Midland one of the finest harbours on the great lakes and this could be controlled by the government as to rates and be used by the three great railway systems. More than that with these three different lines all having termini at Montreal it would be possible for the government to make running arrangements for the Intercolonial over any one of these three railways. To-day the government is confronted with the position that the Canadian Pacific Railway are practically excluded from Midland harbour owing to the foresight of the Grand Trunk in securing the water front. As a result the Canadian Pacific Railway have had to turn their eyes to the port at the village of Victoria harbour, some four miles from the above property. There, on a piece of land generally known as Flat Point there is what could be made an artificial harbour at a very large cost. I shall say nothing as to the cost of making

Mr. BENNETT.

that harbour, first, because I do not know, but it will probably involve an expenditure up in the millions to make that a proper port for the Canadian Pacific Railway. The Canadian Pacific Railway have filed with the proper department their plans for a line of ingress over the Grand Trunk tracks to this port of Victoria harbour and the government will be confronted with the position that after large expenditures at Midland—this year the estimates are upwards of \$60,000 for dredging alone, and they will have to build a pier owing to the fact that the Grand Trunk have gone away down the bay to rather an exposed place where a large expenditure will be required in order to make it safe during the storms in the fall of the year—the government will then be in the position of spending hundreds of thousands of dollars in building up two rival ports only three or four miles apart; while on the other hand if this policy advised by the commission is adopted the result will be that not only will you concentrate there the trade of the Grand Trunk and the Canadian Pacific but you will in all probability draw to that point the trade of the Mackenzie-Mann system and furthermore have the privilege some day, on any one of these three lines of having the Intercolonial Railway system carried on to Midland.

It means a great deal to the city of Toronto to have a national port established there for this reason, that if the Mackenzie-Mann system is to run to Midland, the Grand Trunk system already has a line from Toronto to Midland, the Canadian Pacific Railway line will be running into Midland in all probability in a few months, as far as the passenger and freight service is concerned, whether their grain handling facilities are established there or not, and the city of Toronto, which is the assembling point for the bulk of the manufactured goods of Ontario, will be able to have their goods carried on the upper lakes by competing roads and it is therefore to the interest of the whole of western Ontario to have established there a national port, even if it should cost the people of this country no inconsiderable amount. I am not going to say a word in disparagement of the port of Owen Sound. The Canadian Pacific Railway themselves have publicly announced that they are going to abandon their efforts to make that point a grain shipping station. The grades and mileage are against them.

Mr. HYMAN. You mean for export only?

Mr. BENNETT. For handling their export trade. Of course there will always be at that point, as at Goderich, Collingwood, and Meaford, a certain amount of handling of grain locally for the grist mills in those districts but I say it amounts to a great deal for Toronto to have a port of this kind established.