

What a counsel of despair! It is not a question of helping the sale: it is a question of putting Canada's position right before the world and seeing to it that we are not discriminated against by trade treaties with France and Italy and Germany. I protest against Canadian wheat having to pay 6 cents a bushel more duty than American wheat entering Germany. The Minister of Finance treats it as a huge joke. He laughs about it.

Mr. DUNNING: No, at you.

Mr. BENNETT: To him it is a joke.

Mr. DUNNING: You are.

Mr. BENNETT: He is in office, but the farmers are on the farm.

I shall not dwell upon the question of exports and imports further except to indicate that certain observations made in the speech from the throne are hardly borne out by the facts. If hon. gentlemen will refer to the trade returns—and I have particularly in mind my friend from West Lambton (Mr. Gray)—they will find that the situation is not quite as the hon. member thinks it is. The figures issued by the government show a somewhat different position, but perhaps it will be unnecessary at this time to deal with them at any length because there will be ample opportunity further to discuss them. It is only necessary to say that our trade with the British Empire last year was less than in the preceding year, that our trade with foreign countries showed some small increase, and that our trade with the United States reached the highest point in the history of that country. That is, we were the best customer of the United States. We bought \$893,000,000 worth of goods from them, according to our returns; \$968,000,000 worth, according to their returns. I understand the difference is explained by the fact that grain shipped through Canada is included by United States statisticians as part of their export trade. Our purchases from the United States were larger than ever before in the history of that or our country.

It perhaps is somewhat significant that of our total export trade last year, amounting to \$1,182,000,000, \$624,000,000 comprised grain and grain products, wood and wood products. In other words, over half of our whole export trade came from our grain, pulp and wood products. That is a position which I think my hon. friend from West Lambton may verify if he will take the trouble to look up the facts, which he will find somewhat at variance with the statements he was making a few minutes ago. This perhaps arises from the fact that he was taking the fiscal year, which

is not yet complete, while I have been dealing with the calendar year, covered by the reports of the department.

Now, let us look at another paragraph of the speech from the throne which perhaps emphasizes the incompetency of the government as fully as anything to which I could direct the attention of hon. members.

The construction of the Welland ship canal is now nearing completion. On the opening of the new canal the upper lake grain carriers will be able to reach lake Ontario and upper St. Lawrence ports. The work of providing suitable terminals is proceeding.

I wonder if the government has taken the trouble to ascertain just what the facts are? I wonder if the government has realized—and I commend this to the Prime Minister—that on the lakes the fairway is from twenty-two to twenty-three feet deep, and that a ship drawing twenty-one feet of water can come down the Great lakes to the mouth of the new Welland canal, which will have accommodation for ships drawing twenty-five feet or perhaps a little more. But when a ship gets through the Welland canal, traverses lake Ontario and enters the St. Lawrence, what depth of water do you suppose is available? Seventeen feet. So until the St. Lawrence has been deepened, this imposes a limitation upon the use of the new Welland canal. In the meantime the government is putting up terminals at Prescott which can be reached only by ships of a draught of seventeen feet. What good is the new Welland canal? I asked one of the department's eminent engineers, and he said, "Of course, until the St. Lawrence is deepened, the new Welland canal cannot be fully used."

Mr. DUNNING: My hon. friend had better ask the member for Kingston (Mr. Ross).

Mr. BENNETT: I am only putting it to the house as an engineering matter that when a ship drawing twenty-one feet of water on the Great lakes passes through the new Welland canal, and eventually reaches the St. Lawrence, it finds a maximum draught of seventeen feet. Of what use to that boat is the twenty-five foot channel through the new Welland canal? Now, the St. Lawrence out of lake Ontario is an international waterway, and we were certainly led to believe that some understanding had been given by the federal authorities of the United States to assist in dredging that waterway. Until that is done ships drawing more than seventeen feet of water will not be able to reach Prescott. In the meantime the Minister of Public Works (Mr. Elliott) is spending millions of dollars there on terminals which, as I say, cannot