

No man who has given the subject any thought at all would believe that these large vessels from the upper lakes will go across to Great Britain and there discharge their cargo. Why? In the first place, they would have to be built for ocean service, thus entailing a much larger expenditure than is now required; and, in the second place, can any one imagine these half-million bushel boats coming back from England without a cargo? It is idle to talk about it. To-day it is an abandoned theory that these boats will ever go to Montreal. From there they would have the back haul, and there would be no return cargo. A man might have four or five cases of dry goods placed on an ocean liner, which carries all kinds of packet freight; but fancy boats 600 feet in length turning in to the different towns along lake Ontario to dump off a few boxes here and there.

Hon. Mr. DANIEL: What is their speed?

Hon. Mr. BENNETT: Probably 14 miles an hour. The St. Lawrence scheme is not beyond the range of possibility, but I believe that when the people of Canada hear the subject properly discussed they will not be of the view that so many seem to entertain at present, that the deepening of the St. Lawrence should be undertaken, at all events now. It may be all right as a power proposition—mainly for the benefit of the United States—but beyond that there can be nothing.

I contend that at the earliest possible moment there should be a co-ordination of the Grand Trunk and the Canadian National systems for the benefit of Port McNicoll and Parry Sound, and that if possible every bushel of grain that goes to Buffalo to-day should be carried through those ports. The tonnage on the upper lakes is such that American vessels, having the right to ply from Buffalo to the head of the lakes, Port Arthur and Fort William, will always take a certain quantity of it. No doubt that question some day will be the subject of debate in this House.

I am afraid, honourable gentlemen, that my remarks have been somewhat extended. I have spoken freely and fully on the subject of Canadian nationality. It is to be regretted that Canada has been divided as she has been in the last three or four elections, but I look forward to the time when every province in this Dominion, although it may be divided on party lines, or on trade policies or transportation ques-

tions, will be united in matters of race and religion.

As to the good wishes of my honourable friend the leader of the House, I can promise him that when the Government is in the right it will have my support; but if at any time legislation is introduced into the other House which I think is not in the best interests of Canada, he will find me in opposition. The Senate of Canada can render great service. A great many of the members of this House have been well seasoned in the House of Commons, and they bring with them here a knowledge and experience of the requirements of the country. They know what is good and what is bad in public life, and here we are free to speak our will and to act as we think right. As a Conservative I have always believed in the policy of the party, and as a loyal Conservative I may say that I never had more faith than I have to-day in the ultimate triumph of that party and in the policy of that party becoming permanent. I only hope that honourable gentlemen opposite will adopt the policy of the Conservative party, as they did in the time of Sir Wilfrid Laurier, and also that they will follow the policy of the late Government on the question of transportation and will not indulge in wild expenditures. Let us all, therefore, work together with one accord for the good of this Chamber and for the good of Canada.

Before sitting down I want to say publicly, on this first opportunity I have had of doing so, that I regard very highly the ability and the integrity of the right honourable gentleman who leads the Conservative party in this country. I believe that his loss to Parliament would have been an irreparable one, and I predict that Mr. Meighen will see to it, so far as he can, that every piece of legislation emanating from the House of Commons is perfect in every respect.

Hon. Mr. SCHAFFNER: Before the honourable gentleman sits down, I would like to ask if I understood him aright. Did he say that during the present season 100,000,000 bushels of grain went to the port of Montreal? I thought that was what he said.

Hon. Mr. BENNETT: I had a memorandum here.

Hon. Mr. SCHAFFNER: Over 100,000,000 certified. However, that is not the point I want to make particularly. If