

elevators should be constructed by the government or whether they should be constructed by private capital. On that point Mr. Hays makes the following statement:

We are very much interested in a national scheme for provisional storage, and it seems to me if the government proposes to do anything in that direction there is no way they can make an investment that would pay better than to provide for the issue of, what you might call, an elevator bond for these different ports and require the railways to do something to pay the interest so as to guarantee that the elevators would be full of business.

Mr. Ashdown asks this question:

Do I understand you, the policy of the Grand Trunk would be to join in a system of elevator bonds and to guarantee the government the cost of the elevators?

Now, Mr. Hays says:

That would be our inclination upon some fair, equitable plan. We, of course, would want to have some voice in the control of the expenditure, and we would want a say as to the size and location and a voice in the cost of the plans.

A further opinion is expressed by the commission as to making a national port of the port of Midland, and I shall first read the part of the report dealing with that which is to be found at page 34:

With the view of furnishing to the best advantage, ports with the accommodation, efficiency and safety required, your commission would recommend that legislation be had providing for a system of national ports, and in accord with the principle of Dominion government ownership of the lands under and those adjoining and reasonably usable in connection with navigable waters, that your government forthwith proceed to obtain by gift, purchase, expropriation or otherwise, all such lands situated at the below mentioned ports, whether owned by any province, city, town or other public body, or by any other person or corporation, as the position may make it reasonably necessary to obtain, and that such lands so obtained, together with those now controlled by the government of Canada, and administered under it by a general board of harbour commissioners in connection with the Department of Marine and Fisheries.

And in connection with this recommendation I find the names of Midland and Depot Harbour on Georgian bay and of Montreal and Quebec as being at the other end of water navigation. From all that I have heard and seen there is to-day marked evidence given by the Grand Trunk Railway management of the fact that they do not propose to concentrate or endeavour to concentrate their grain carrying trade by what is known as the Canada Atlantic Railway system. They have adopted this view for very palpable reasons. In the first instance the Canada Atlantic Railway was never built—and I am not speaking of it in a disparaging way—as a first-class railway

system. It is well known that its road bed will not commence, by any means, to compare with the road bed of the Grand Trunk Railway Company between Montreal and Toronto. That goes without saying. It would cost an enormous amount of money if the Grand Trunk Railway Company were to endeavour to bring the Canada Atlantic system up to the standard of the main line of the Grand Trunk between Toronto and Montreal. On the other hand if they were to utilize the system from Midland to Port Hope they would only have a comparatively small amount of money to expend as compared with the large amount that they would have to expend on the bettering of the system from Depot Harbour to Montreal.

Mr. PATERSON. What is the distance from Midland to Port Hope?

Mr. BENNETT. I think about 120 miles.

Mr. SAM. HUGHES. That is right.

Mr. BENNETT. I think that the mileage by way of Depot Harbour is 355 miles. Moreover the Grand Trunk Railway have on their main line a double track system, while on their Depot Harbour line they have only a single track and if they were to endeavour to double track the Depot Harbour line they would be put to enormous expense. More than that—while the mileage is presumably 60 miles, including water and rail, in favour of Depot Harbour the running time is actually in favour of the main line owing to the fact that great shoals and sunken rocks lie outside of the entrance of Depot Harbour, and vessels are delayed to a great extent there while vessels going to Midland find a deep waterway throughout. I have known of vessels in the fall of the year that were forced, after lying outside of the shoals and rocks off Depot Harbour, to come on to Midland through heavy fog. It is to be assumed that the Grand Trunk Railway Company are going to give a preference to the Midland system over the Depot Harbour system. But, I am not merely conjecturing on that point. One has only to go to Midland to see that the Grand Trunk Railway Company propose to concentrate the business of the Grand Trunk Pacific Railway there. What are they doing? They are building a harbour and deep water frontage on their own grounds that, it is claimed, will involve an expenditure of \$2,000,000. They are taking down grades to the extent of 20 feet on the Midland division of their line of railway and on every side and on every hand there are evidences at least that they propose to concentrate all their trade from the Northwest in connection with the Grand Trunk Pacific at the port of Midland. To-day it goes without saying that it is the intention of the Grand Trunk Railway to do their business exclusively by that line. Now, as I have point-