

grain and the business of grain-handling we had Mr. Richardson, of Kingston, the representative of probably the largest grain exporting firm in Canada. I will not even limit the comparison to Canada; his firm will compare favourably with perhaps any in the United States. I shall later refer to some parts of the evidence that is given in the report of the Senate Committee.

My contention at the outset is this, that, having regard to the enormous investment we have made in the Collingwood division, the Parry Sound division, and the Midland division, and, having demonstrated what business they can do in competition with the Buffalo route and with the C.P.R., we ought to endeavour to make them more efficacious than they are to-day. Remember, it is not merely the handling of the grain that goes by the Canadian Pacific railway that makes that branch a profitable one; it is also the fact that to the West they carry manufactured goods, not only from Canada, but from the United States as well. If you were at Port McNicoll in the summer, or, better still, in the fall of the year, when the trade is in full swing, you would see trains running in with perhaps 20 or 30 cars, all bonded, that have come through from the Eastern States; and that freight is going to our Canadian Northwest, to be distributed there. A great deal of freight, no doubt, goes up by the other route, what is known as the Algoma Branch, through Sault Ste. Marie, and is distributed through the State of Minnesota and other States in that region.

In addition to the export trade, of which I have spoken, there is an enormous trade to be developed on the Canadian railways, particularly in view of the fact that the Grand Trunk and the Canadian Northern have now been amalgamated. The milling industry in Canada is a large industry. There are millions of dollars invested in it, especially in the larger mills; and all over the country there are smaller mills which, in order to manufacture flour that will compare favourably with the better grades of flour made by the big mills, have to use, and do use, a sufficient quantity of Canadian Northwest grain. In the elevators at Port McNicoll, Midland and all other points on the Georgian Bay, there are millions of bushels of grain that are never exported, because they are sent to all these mills throughout the country. So there is that big trade, which is a trade that cannot go to Buffalo, because the flour would not be brought back from Buffalo to the Canadian mills.

Let me, before leaving this question, call attention to another point that I have here

jotted down. The Canadian Pacific railway, and the Grand Trunk railway at its different points on the Georgian Bay, have done this: they have carried a large quantity of grain from Duluth, for a large quantity comes through the Northwestern States that does not see Buffalo at all.

Now, what has this country to prevent the rails of the Georgian Bay district rusting, as pointed out by this newspaper? We have the great port of Montreal, which has cost Canada millions of dollars to equip. We have those lines of railways coming down from the Georgian Bay. The Canadian Pacific have theirs, and they have demonstrated that they can do business and make it pay. Why, then, should not we, guided by the experience of others, and being to-day, the possessors of these railways, stimulate them to the greatest possible extent? At the town of Midland there is one elevator belonging to the Government, built by the Grand Trunk Company. Two others there are owned by private capital. One is owned by what is known as the Great Lakes Steamship Company, a Company with which the Richardsons of Kingston are closely connected. And let me mention this point in that respect, that, while this elevator that the Richardsons, or their firm, the Great Lakes Company, bought was an old building that carried about 1,000,000 bushels, yet, right in the midst of the war, and during the lifetime of the late Senator, they made a cement addition to it that holds, I think 1,500,000 bushels. This proves that the late Senator Richardson believed that a cheap and favourable route for carrying grain from the Canadian Northwest for export, and for distribution throughout Canada as well, would always be by way of the Georgian Bay and the port of Midland.

There is at Midland a third elevator. I am not quite sure as to its ownership. There was a time when a Hamilton gentleman had a large block of stock in it, but I think it is owned to-day by a company located in the city of Chicago.

What is the Government's position at Midland? Private capital has placed two large elevators there. The Government has a large one, having a capacity of 2,500,000 bushels. The harbour is the best on the Great Lakes. Never does an accident happen to vessels coming in there. The one or two points that have to be guarded against are equipped with splendid lighthouses. The result is that accidents to vessels coming in there are utterly unknown. The Canadian Pacific Railway Company have brought in there 3,000,000 bushels of grain, and they also operate weekly