

*The Address—Mr. MacNicol*

instead of selling abroad the vast proportion of what we raise, we shall reach the stage at which the United States has arrived. Only about 6, 7, or 8 per cent of what is produced there is sold outside. Over here we must sell anything over 35 per cent or 40 per cent. Let us all work together and build this country up. That whole line of elevators and ports in Ontario is doing a big job. The men whom I met on that trip, I was proud to meet. They are men of a splendid type. I do not know what there is about the handling of grain; but, whatever it is, it seems to make the men rugged, friendly, gracious and kindly. Everywhere I went I was met with courtesy and obtained all the information I required. I made up my mind that when the time came that I could use it I would present a picture of the vast value of the whole trade not only to my own native province but to the whole of Canada. To all of those concerned in the trade, in the department and elsewhere, who help to see to it that the grain is moved and used, I say, "The country owes you a debt of gratitude."

In the beginning I had intended to tell the Prime Minister (Mr. St. Laurent) in connection with his observation about the probability of the St. Lawrence agreement coming before the senate at Washington, that I doubt if any bill or agreement will be passed for power alone. I have a clipping here but I will not take the time to quote it. Everyone else has read it. It is a statement by the president of the United States to the effect that, with them, it is either power and navigation or neither. So I will again say that I hope none of us here, in promoting the building of the St. Lawrence seaway, will disjoin the two elements. I believe we shall get farther if we keep together those two forks, power and navigation. If we take a stand for one and not for the other, I believe we shall be quoted at Washington as not being united to obtain the whole. We want the whole development. In the picture I have presented tonight of what navigation on the great lakes means to Ontario alone, and through Ontario to Canada, in the matter of transportation, I have presented only one product of importance, namely grain. I could of course give an equally good picture of others, but I thought I ought to confine my remarks to the product raised by our farmers in the west, those men who have done such a wonderful job all these years and under distressing circumstances often beyond description.

My time is nearly up, but I want to impress the minister, who is in his seat, and the other ministers who are equally concerned in the promotion of trade in Canada—and I am convinced that they all are. I can never get myself into the frame of mind where I believe

that only men of one group are anxious to promote trade. I urge that an effort be made to encourage the construction of other elevators in Ontario, since I am talking about Ontario, so that the counties round about the suggested elevators can do the same job as is being done elsewhere.

Yesterday I was talking to the hon. member for Nipissing (Mr. Gauthier) about the possibility of a port on the north shore of Lake Huron where an elevator could be built. He told me—and I endorse what he says—that the Spanish river flows into the north shore of lake Huron, and that between its mouth and Espanola there is an excellent site for an elevator which, in building up business, would play as big a part in that section of the country around Algoma and Sudbury as in our wonderful counties of Grey, Huron, Bruce, Kent, Essex, Waterloo, Wellington and elsewhere. So I hope some consideration will be given to that. The fact is that on lake Erie there is no elevator from the time one leaves Windsor until one reaches Port Colborne. The whole of the centre of that great area of western Ontario is without elevator capacity to enable them to have the same great benefits which accrue at other places where they have them.

I should think Port Stanley, situated in the constituency of Elgin, would be an excellent place to erect an elevator. Through the railways grain could be run out into the great counties of Middlesex and Oxford, and other neighbouring counties.

One cannot visit Chatham without wondering why there is no elevator at that point, because there used to be an elevator on the Thames river. Today, however, there is nothing of that kind, despite the fact that Chatham offers great opportunities for the building of a fine harbour. I surveyed it carefully, and I know there is ample water to enable ships to come up to Chatham, if the river were dredged properly. There is ample space for an elevator at that point—all of which would help boost the economy of the great county of Kent, one of the greatest in Canada.

Then, perhaps I should mention other points like Belleville, on the north shore of lake Ontario. Perhaps I need not refer to any other places, although there may be others worthy of mention. However, the object of my speaking along these lines tonight is to congratulate all those who have been associated with the development of the grain trade—those who are connected with the harbours, the elevators, the banks, the farms, the railways and the trucks. I congratulate all of them, and I would encourage them to go on and to expand. The more grain we use in Canada, the better for all of us.