

say that that policy would have been accepted by the Grand Trunk Company or by the Canadian Pacific Railway Company. There is this to be remembered, that the Canadian Pacific Railway Company to-day have practically in course of construction a line from Midland to Peterborough or from Victoria Harbour to Peterborough providing as it does, that what Mr. Tarte then foreshadowed is to-day the policy of that company. Of course the Grand Trunk have exactly the same line there to-day that they had then.

Mr. HYMAN. I do not wish to interrupt the hon. gentleman, but does he speak by the book when he says that the Canadian Pacific Railway have in course of construction a line from Victoria harbour to Peterborough?

Mr. BENNETT. I say practically.

Mr. HYMAN. That makes a great difference.

Mr. BENNETT. I will qualify my statement by saying that I understand the Canadian Pacific Railway have to-day their line located, as it is generally understood, and their officers have been before the Railway Commission and filed their plans as to the proposed construction, and it is generally understood that they are proceeding with the work. Now I am not going to press my own opinions, but I am going to take the opinions of some gentlemen who were examined before that commission. It has been rather unfortunate that that commission was delayed in making its report. The delay has been due to divers reasons. It must be remembered that this commission was first entrusted with its duties in 1903. I think no person will complain that the commission had not very capable gentlemen on its personnel. It is to be regretted that Mr. John Bertram, who took a deep interest in that matter, died, because Mr. Bertram, was conceded on all hands to have had a large and practical knowledge of transportation questions. However, we have had a report at last, signed by Mr. Reford and Mr. Ashdown, and to that report I now propose to refer. Among other gentlemen who gave evidence before that commission was Sir Thomas Shaughnessy, and I will read from page 19 his opinion on the question of transportation from the west to the east.

An alternative (to the French river) and one that we feel much inclined to act upon, is the establishment of a new route from Midland or some point in that vicinity to Montreal. We think we can get a line there with .04 grades not exceeding 355 miles in length. With a line like that we could handle traffic as cheaply as they handle it through canals. If we were going into Midland with such gradients as that, I should say we would be able to handle 40,000 bushels of wheat in a train. When you get into 60-car trains, the wear and tear is considerable; 40,000 to 50,000 bushels I consider quite practi-

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cable. The New York Central do handle 60 and 70 car trains.

On the same page will be found the opinion of Mr. C. M. Hays, general manager of the Grand Trunk, who says:

The grain comes directly down by our Midland Railway and comes into the Grand Trunk at Belleville, thence to Montreal. Our plans are for the reduction of our grades from Midland to what is our present standard .04 per cent (at present 1 per cent is the maximum) and to double track the lines to our main line at Port Hope.

Further on Mr. Hays says:

Again as the grades from Depot Harbour:

They are not as favourable as by our main line. We run up there to 65 and 70 feet to the mile, but on the Midland and Canada Atlantic we are reducing the grades. Depot Harbour is, to my mind, the only port which compares with Midland, and it has advantages of deep water and accessibility, and it has sixty miles shorter water carriage than

Now, Sir, referring to these extracts, I think we will find that the Canadian Pacific Railway are going to carry out the opinion that is there expressed by Sir Thomas Shaughnessy by the construction of their line. As to the opinion of Mr. Hays concerning the desirability of that system, I can only say that what he there foreshadows is being actually carried out to-day, because the Grand Trunk Company are expending a vast amount of money from year to year reducing grades on the Midland division between Midland and Port Hope. There is another reason why the government should endeavour to carry out the opinion of this commission, and to which I shall afterwards refer by making the port at Midland a national harbour and that is in consequence of the Trent Valley canal having its outlet at that point. I am not going to discuss at any length the question of the outlet of the Trent Valley canal. I think that while it may be a debatable question, in the view of the department there can be no question that the outlet of the Trent canal will be in what is known as Matchedash bay, a few miles from Midland, and the fact of having the outlet of the Trent Valley canal there will be that grain can be handled either through Canadian Pacific Railway or Grand Trunk Railway elevators into barges, whether these elevators are situated at Victoria harbour or Midland, and carried down the Trent Valley canal. I do not to-day discuss the question as to whether or not the outlet of that canal will be at the foot of what is known as Nottawasaga bay, but I think that the opinion of the department that is in charge of this work must be that the mouth of the canal will be in Matchedash bay. Turning to page 20 of the report an opinion is there expressed by Mr. Hays as to the question of elevators as to what should be done in that respect as to whether