

Belleville, and in the summer months it could proceed to Montreal, and in the winter months Portland could be made the objective. Although Mr. Hays, during his term of office, did not succeed in bringing that route up to the high standard which he had hoped for, because his main ambition was centred on the line between Chicago and Montreal, he always had the object in view of building up a trade route which would rival the Canadian Pacific railway from the West. He foresaw that from Montreal there could be built up not only an overseas trade but a large trade with the Eastern States.

You all know what next followed in the matter of railroad construction. It was the famous line built by Mr. Booth from this city to Parry Sound, or rather to Parry Harbour. That was a tremendous undertaking, and while in the main it was built to carry timber, nevertheless a trade was built up in the transport of grain from Chicago as well as from the Canadian Northwest.

To-day Canada has invested its millions, and has on its hands these different lines of railways. In addition to the advantage of being able to use the port of Portland during the winter months, Canada has the benefit of the port of St. John. Well might the article to which I have referred ask whether we are going to let all these systems that have cost the country millions of money rust away, and whether we are to indulge in Hudson Bay enterprises, the deepening of the St. Lawrence canals, the building of Georgian Bay canals, and all such schemes. Rather let us set ourselves to the task of developing what we now have, encouraged by knowing that nothing succeeds like success. If imitation is the sincerest form of flattery, as is said, let us look at another development of transportation from the Georgian Bay to Montreal and to St. John. As honourable gentlemen know, for many years the Canadian Pacific railway had as now a line to Owen Sound. After many years, because of its distance from Montreal, and because of the heavy grades, they constructed a line from Port McNicoll, which is some four miles distant from Midland, a line which has no superior in Canada, and over which they can haul a train of seventy cars, each carrying 1,500 bushels. Experience has proved that they made no mistake when they established that line. Last year they carried 60,000,000 bushels of grain to Montreal over that system. In six or seven years a trade to that extent has been developed, and that line has become one of the liveliest competitors to date with the Buffalo route. More than that. To-day

Hon. Mr. BENNETT.

preparations are being carried on to add 2,000,000 bushels to the capacity of the elevator at Port McNicoll, which at present has a capacity of 2,500,000 bushels. This is proof positive that the Canadian Pacific Railway Company feel that the transportation from the West can be done cheaper and more effectually via the waters of the Georgian Bay, even though in the winter months the traffic has to be carried to St. John.

In addition to the grain which is carried over that system thousands—almost hundreds of thousands—of bags of flour are carried for export at the Atlantic coast, and in the summer, when the grain from the Middle States comes in an enormous quantity, it is shipped to Montreal via this route for distribution in the Eastern States.

I am only instancing this to show the great success of the Canadian Pacific railway and in view of the fact that the people of Canada to-day own these other lines, including the one from Midland to Montreal, which is the best of all both in point of distance and in other respects. The Government should take hold of that line and develop it in order that vast quantities of Canadian grain that we have seen going by way of Buffalo from year to year should be diverted to Canadian channels.

The year before last a special committee was appointed by this House under the chairmanship of my honourable friend from the Gulf (Hon. Mr. L'Espérance), to examine into the whole question of the routing of grain. I would advise honourable gentlemen to study that report if they have not done so; for it is a report that to my mind—and I do not say this in any egotistical sense because I happened to be a member of the Committee—contains more real information on the transportation and handling of grain than perhaps any other parliamentary report that has ever been presented. When that Committee was convened the honourable gentlemen composing it made up their minds that the thing to be done was to secure only the best information possible. Therefore the witnesses who appeared before that Committee were all leaders in their several callings. For instance, Mr. Lanigan was present to give information as to the Canadian Pacific Railway and his views on transportation. Mr. Hayes appeared on behalf of the Canadian National. On the question of grain in the Northwest and its handling, we had Dr. Magill, who is doubtless as good an authority on this question as anyone in this country. On the question of shipping on the upper lakes we had Mr. Norcross; and on the question of