

pared with that? A mere bagatelle is that which goes down the Welland canal compared with that which goes via Buffalo. But let the minister and the House remember this, that once the Canadian Pacific Railroad and the Grand Trunk Pacific Railway have all their terminal facilities completed at Midland and Victoria Harbour, and have their lines of railway running to Peterborough and Port Hope where they will strike their main lines, when they will be able to run 50 cars per train instead of 17, they will be able to beat the Buffalo trade out. And why? Because they will make three trips to Midland or to Victoria as against two to Buffalo from the upper lake ports. Ask any vessel men if these figures are correct, and they will tell you they are. To-day you can, with the same vessel, make three trips to Midland as against two to Buffalo. That is an enormous advantage, when you consider that these vessels can carry 400,000 bushels of grain, and that the rate in the fall of the year sometimes runs up to three cents a bushel. When the Canadian Pacific Railway works are built at Midland and Victoria Harbour, the same vessel going to those ports will make \$12,000 on three trips, more than if she was employed in the trade to Buffalo. Now I would advise the minister to go slow, and let the country have a chance to breathe for a while and see whether the projects of the Canadian Pacific Railway and the Grand Trunk Pacific are going to be a success, and whether this Port Colborne proposal is going to aid the Welland canal. Let the Minister of Railways and Canals take the advice of his former colleague, Mr. A. G. Mackay, who characterized the government of Mr. Whitney as spending the money of the province like a lot of drunken sailors. The phrase was expressive, if not elegant. But think of the few thousands being spent in the province of Ontario compared with the threatened expenditure of millions coming on top of that. Here is this terrible expenditure, this awful expenditure, that is going to drag down Canada for years to come, the Grand Trunk Pacific Railway, that is going to cost the country—every man sees it—not a hundred millions, but it will never be completed for \$200,000,000. And coming on top of that huge expenditure, what do we see? The government threatens now to plunge Canada into an expenditure for building a Hudson Bay Railway, and a canal from the Georgian Bay. In the name of all that is good let the country have a rest for a little while, and let the private enterprise of the Canadian Pacific Railway and the Grand Trunk Pacific Railway who are to-day expending millions of dollars, in conjunction with the projects that the government has now undertaken at Port Colborne, have a chance to develop themselves, and don't drive the people of Canada into a state of consterna-

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tion by threatening to unsettle the financial conditions of the country.

Mr. J. D. REID. So far as I am concerned, I have every session advocated the enlargement of the Welland canal, and I think that is one of the most important public works that this government could undertake. When the Welland canal was first enlarged to 14 feet it was supposed that would be sufficient depth for many years to come. But what is the case to-day? We all see that vessels carrying 300,000 bushels and over are navigating the lakes. My idea is that these large vessels will seek the very nearest point on the sea-board. To-day the minister admits that the amount of money the government are expending for the Port Colborne elevator, \$732,000, is to be practically wiped out, and will be absolutely useless, if he goes on and constructs the Welland canal as he has been telling the people he proposes to do. Of course he understands that these large vessels will never stop to unload at Port Colborne, so that port will practically be abandoned. Now at the present time grain is being carried, I may say, for 3½ cents a bushel from Port Arthur right through to Montreal, that is the present rate, the summer rate; but in the fall it is 5 cents a bushel. Now I claim that when that Welland canal is deepened to 25 feet, as the minister states, these large vessels carrying 300,000 or 400,000 bushels will go either to Kingston or to Prescott. I say Prescott, because it is at the foot of navigation, and grain will be taken from either Kingston or Prescott to Montreal for one cent a bushel. That can be done, these large vessels will bring that grain from Port Arthur to Prescott for a cent and a half a bushel. If these vessels carrying 65,000 bushels will take grain from Port Arthur to Montreal for 3½ cents, which means practically 2½ to Prescott, there is no reason that I can see why they would not bring grain for 1½ cents to Prescott or to Kingston.

Mr. BENNETT. How long does it take an ordinary vessel carrying 70,000 bushels to lock through the Welland canal at present? It takes fully 18 hours.

Mr. GRAHAM. It takes 16 hours.

Mr. J. D. REID. Admitting it takes 18 hours to do the locking now, and the present rate of grain is 3½ cents a bushel from Port Arthur delivered into the ocean steamers at Montreal, if the ocean steamers are in a position to take it out of the vessel, then, even if the Welland canal is enlarged, they will bring it down to Prescott for 1½ cents a bushel. I claim that if the government, instead of undertaking that Port Colborne elevator, had undertaken the enlargement of the Welland canal, as they propose now, that money would have been put into a work that would have been of