

*The Address—Mr. MacNicol*

I believe the elevators there have a capacity of approximately 14 million bushels. So magnificent is the loading and unloading equipment at that point that through that port on Georgian bay pass approximately 58 million bushels of grain per year. Lest I forget, I must say that all this grain comes from our great western provinces, to which the province of Ontario owes a very great debt of gratitude. The harbour has a draft of not less than twenty-five feet. It is an excellent harbour. It could be improved and made larger, and I hope the government, in surveying what has been done, will do something in that regard. I am glad to see the Minister of Public Works (Mr. Fournier) in his seat, for I believe such matters come under his jurisdiction. I hope the responsible minister will see to it that the harbour at Midland is extended. There is ample space to extend it. I examined it very carefully. The extension of it would permit the berthing of more ships loaded with grain in the fall of the year.

A day or two ago I read in the newspaper that, at present, in the Midland harbour the ships and elevators are plugged to the roof with 50 million bushels of grain. If the harbour were extended, perhaps boats containing another 25 million bushels of grain could be berthed there. It is important that we do everything we can to handle the capacity shipments of grain which are sent down to us by those devoted farmers of the three western provinces.

Just across the bay from Midland there is another port, Port McNicoll, named after the late David McNicoll who for many years was the general manager of the Canadian Pacific Railway. This port has elevators the capacity of which is about 6½ million bushels. There, too, as well as at Midland, the loading and unloading equipment is so efficient, and the men operating that equipment are so capable that through that port almost 50 million bushels of grain are transshipped yearly. This makes a total of over 100 million bushels per year for these two ports. All this grain does not go through to the ocean ports. A lot of it goes out by railroad and truck to the great counties surrounding these ports, the counties of Simcoe, Grey and the other counties thereabouts where it is used by the farmers, chopping-mill operators or flour mills. This is a tremendous business, sir.

Continuing west, the town next to Midland is Collingwood. At Collingwood there is also an excellent elevator. At this port, in distributing the grain, they go farther than any other port I surveyed. The elevator capacity at that point is about 2 million bushels, but they handle up to 15 million or more bushels

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a year, two-thirds of which goes to the farmers in the counties of Grey, Simcoe, North Wellington and perhaps partly into the county of Bruce. This is a tremendous business, Your Honour. We in Ontario are very proud of that marvellous business built on the handling of western grain. We are all working together. In Ontario, we help the west by using the grain and the west helps us by producing it.

The harbour at Collingwood has a draft of about twenty-two feet. It could be improved. I did not find many complaints. The main complaint is that when there is a storm on the bay there is difficulty in getting into the harbour behind the elevator. The elevator is most expertly managed. The men who operate these elevators are men of whom we might well be proud for their expert ability in processing, shipping and distributing the grain grown by our western farmers.

The next port is that of Owen Sound. Owen Sound is a very beautiful city represented in this parliament by my hon. friend from Grey North (Mr. Case). There is a splendid harbour and an excellent elevator, due mostly to the efforts of a former member of this house, Mr. Telford. I believe he sat on the other side of the house. This elevator is a credit to the men of Owen Sound who organized and built it. It handles approximately 25 million bushels per year; that is big business. A large portion of the grain goes to the surrounding counties, helping to build up the great livestock trade for which Ontario is so well known. This harbour is large enough to permit another elevator, and I hope the men of Owen Sound will go ahead and build another one.

Continuing around the Bruce peninsula we come to the very excellent harbour of Goderich, represented in this house by the hon. member for Huron North (Mr. Cardiff). Goderich is one of the best harbours on the whole of the great lakes. It has about a twenty-five foot draft right in from the lake. The harbour could be improved. The fine men operating the two main elevators in that harbour do a magnificent job but they are handicapped by an island right in the harbour. I am going to ask the Minister of Public Works to take notice of that and see that the small island is removed. If one watches the movement of boats in the harbour it will be observed they find it difficult, when backing up from the elevator, to avoid backing into that island. If the little island were removed it would allow more ships to be berthed in the harbour, and thus more grain could be handled. If you went to Goderich today, you would find the harbour full of ships, which they move around after sawing the ice and taking it out of the har-