

lion-bushel elevator at first. However, the cost of increasing the size will not be very great. If the electric power were provided—and it will be provided in a very short time—the elevator could begin handling grain now.

Mr. BENNETT. With the public debt of Canada approaching \$300,000,000 and with an annual expenditure of upwards of \$150,000,000, it is no wonder that sober-minded business men, when they consult together without taking politics into consideration, propound to one another the question, 'Whither are we drifting?' A few years ago the government came down with proposals of expenditure at Port Colborne. The idea was laughed at when it was said that they would spend \$1,000,000 before they got through. We are told now that the amount spent is about \$3,500,000. And what shall we have in return for this expenditure? The hon. member for Welland (Mr. German) tells us that boats carrying upwards of 400,000 bushels will come to Port Colborne, and that there will be smaller boats there carrying 80,000 bushels that will carry the grain to Montreal. But I would ask the hon. member: What difference is there in the rate on a boat going to Buffalo whether she carries 400,000 bushels or 80,000 bushels?

Mr. GERMAN. Of course, there can be no difference in the rate, or the smaller vessel would not get anything to carry. But the smaller vessel carries at a smaller profit.

Mr. BENNETT. So we have it acknowledged that a vessel carrying 400,000 bushels into Buffalo gets the same rate as a boat carrying 80,000. And what is the proposition of the government in this scheme? They say these large vessels will discharge into the grain elevator and the grain will be transferred into boats of 60,000 or 70,000 bushels carrying capacity and taken to Montreal. And we have spent \$3,500,000 on that scheme. And today we find the Minister of Railways and Canals (Mr. Graham) going from end to end of the country foreshadowing the schemes of the government—\$120,000,000 to \$140,000,000 on the so-called Georgian Bay canal; a bagatelle of \$40,000,000 or \$50,000,000 to deepen the Welland canal. And yet, despite the fact that the government are threatening to expend millions on these schemes, private capital is quietly going about its own business providing transportation facilities immeasurably ahead of what the government propose. According to my hon. friend from Welland (Mr. German), since these works at Port Colborne have been completed nothing more remains to be done—no Georgian Bay canal, no Hudson Bay Railway—none of these things—

Mr. GERMAN. I did not say that.

Mr. BENNETT. I am willing to admit that the hon. gentleman's scheme is ahead of many others that are being put forward by different members of the government. Look at what the Canadian Pacific Railway are doing to-day. It is doing just what American railway and shipping companies have done for the last twenty years in the United States. These American interests have placed on the Great Lakes the largest possible vessels to carry grain to Buffalo, where it is placed on the best systems of railways that money can produce that carry it at rates that beat the Welland canal. The Canadian Pacific Railway is undertaking an expenditure probably running to \$10,000,000 to secure a lake port on Georgian bay at Victoria harbour, a few miles below Midland. They are constructing their line from that point to Peterborough. This will give them an all-rail route from Victoria harbour to Montreal, which is their Atlantic shipping point. The Grand Trunk are spending as much at Midland. They are building extensive docks and also an elevator that will make this little elevator at Port Colborne a mere trifling affair. And the Canadian Pacific Railway are constructing one of about equal importance at Victoria harbour. The public wonder, when they hear the ministers of this government put forward their schemes, how these railway companies, having immense interests behind them, and headed by men of such eminent ability as Sir Thomas Shaughnessy and Mr. Hays, can ask of their stockholders to provide these millions upon millions of dollars to construct their transportation schemes. And the general public are simply laughing at the government.

But they are laughing in rather a serious way when they consider the proposals the government are putting forth. Nothing need be said about the Port Colborne scheme, where three and a half million dollars have gone, and that is all going to be an experiment. Even if it were finished, vessels carrying 70,000 bushels of grain would go right past there to Kingston—I have heard that opinion expressed by capable vessel men. My hon. friend admits that a vessel carrying 80,000 bushels gets as much per bushel as a vessel carrying 400,000 bushels. I am free to admit that a 400,000 bushel vessel makes more money for her proprietors; but there is the fact that the smaller vessels of 70,000 or 80,000 bushels get the same rates as the larger vessels of 400,000 bushels. Vessel men claim that they have been making 20 per cent in this business.

But look at the superiority of the Georgian Bay plan over the Buffalo plan. Buffalo to-day controls the trade, reaching to 300,000,000 bushels of grain every year. Where is your Welland canal service com-