

bottom through American territory to Liverpool a cargo, and you can negotiate a loan at any moment on your cargo. You can do it if you drop it to one-sixteenth of a cent per bushel, but, at Montreal you have not that facility.

Their mode of doing business is better than that which we have in this country. Some time ago, in discussing this question, I fell foul of some of the ship-owners of Montreal. I had no intention of doing anything of the kind. Something must have been attributed to me that I did not say. What I stated was that in shipping from Montreal to Liverpool you want a type of vessel suitable for the traffic with quadruple expansion engines, built for the purpose of carrying freight, with no top masts, or anything of that kind which would require hands to manage, with the fewest possible number in the crew, and consuming the least possible quantity of coal. That was the plan proposed by these parties that are proposing the establishment of a system of transportation from the west to the east by the port of Montreal, shipping from Montreal to Liverpool. There is one thing that confines them to cheap transportation, and it is the competition of New York and Portland. If they charged the same rate for material that is carried from Montreal to the old country, they would not get one bushel of wheat to carry over. It is because of the very fact that wheat can be landed in Montreal at one-eighth of a cent per bushel cheaper than it can be landed at New York, Newport News, or Baltimore, and that, including insurance, it can be carried over for the same rate from Montreal to Liverpool, that they get any to carry at all. The freight which is exported by the port of Montreal in the shape of grain from the western states is regulated entirely by the price it takes to carry it from the places where it originates to the Atlantic ports. You want then better facilities for the transport of grain. You want better facilities in your port of shipment, and you must deepen the channel to the ocean. Perhaps your vessels are good for a great many purposes, and far too good for the purpose that I propose they should be used for, but a different class of vessel than that which you have at present, sailing out of the port of Montreal, is necessary. What are the prospects? Suppose this canal were built and that we would be free to lay down in Montreal iron ore, of which we have an abundance on the north shore of

Lake Superior, as cheaply as in Cleveland, look at the development that would take place in the steel industries of the country. But, more than that, it is in the Imperial interests, because they require raw material in England and the only place that is at present in view for the purpose of getting it is the region that lies between us and the watershed which goes to Hudson's Bay, where, I believe, are the most immense deposits available for commerce that there are in the world. If the steel industries and the iron industries in Great Britain are to maintain their present position as competitors with Belgium and the United States, they must get a supply of ore somewhere, because the Biscayas ores that they get at the port of Bilbao are giving out. What effect would that have on the people of this country? Just imagine 10,000,000 tons, or one quarter of the lake freight, being shipped from Montreal! This country would receive a development that it is impossible to estimate at the present moment. Now, I have no wish to build up one port at the expense of another. I have no greater love for Montreal than I have for Quebec, or St. John, or Halifax, I hope it is as has been suggested by the member for Quebec West (Hon. Mr. Dobell) that the navigation of Quebec may be kept open for the whole year, and that it is possible to so construct vessels that Quebec may be a winter and a summer port. More impossible things have occurred in the history of this country, and it is possible that it may be so. I think it may be so, but for a summer port the people of this country and of this section of the country, and to the west of us, look upon Montreal as the entreport for our goods and we insist upon establishing communication from there to the ocean. The Minister of Marine and Fisheries (Hon. Sir Louis Davies,) in answer to the hon. member for St. Lawrence division, Montreal (Mr. Bickerdike,) stated that any expenditure on the St. Lawrence ought to be charged to Montreal. That government money was expended in making the St. Lawrence available, not for the people of Montreal alone, but for the people of the whole Dominion. I am with the hon. member for St. Lawrence (Mr. Bickerdike.) I state here that the government should lay down a policy for this country under which we should have a national summer port and a national winter port, and the whole energies of the country should be directed towards the development of these two ports, and towards providing them with