

Lindsay, all towns doing a large amount of business and there are also numerous villages to which I need not particularly refer. If it is going to be the policy of the government to pay to the Grand Trunk Railway Company, and they must of necessity pay to the Grand Trunk Railway Company a large sum of money in this connection, it means that Canada is going to assist to the extent of improving 263 miles a railway which is not to-day up to the same standard of excellence as the line between Peterborough and Midland and which is 170 odd miles longer. Whether the Canada Atlantic Railway or the Midland division is utilized, the Grand Trunk will be benefited, but the Canadian Pacific Railway will have a more beneficial interest in the government adopting the Midland division because instead of carrying grain from Owen Sound to Toronto and from Toronto to Peterborough, a distance of some 225 miles, they will carry it by the short haul from Midland to Peterborough and then strike their main line at that point. The matter is of great interest to all those counties through which this division of the Grand Trunk Railway runs—Simcoe, Victoria and Peterborough. My hon. friend (Mr. Cochrane) also suggests the county of Northumberland for the reason that there is a line from Peterborough to Belleville and by reason of that fact it will also interest the county of Hastings with the considerable city of Belleville. There is a branch line of the Grand Trunk from Peterborough to Belleville and the bulk of the grain carried by the Grand Trunk Railway from Georgian Bay ports is carried to Peterborough and is then in turn carried to Belleville over this road which is known, I believe, as the Grand Junction Railway. But, there are other advantages in the government utilizing the Midland division of the Grand Trunk Railway, a noticeable feature of which would be the very desirable harbour they would become possessed of. I do not know whether the hon. Minister of Railways and Canals has been at Depot Harbour, the terminus of the Canada Atlantic Railway, but if he has he will bear me out in saying that it is a harbour that has accommodation of the most limited nature. The bay is hardly over a quarter of a mile in length, and the amount of dockage for boats is of the most limited character, while at Midland, owing to the fact that the Grand Trunk Railway, with foresight, have practically possessed themselves of the bulk of the water frontage, there is to-day dockage not only for the Canadian Pacific Railway, the Grand Trunk Railway and the Intercolonial Railway, but probably for half a dozen other lines. A line of elevators could be erected at that point probably with a frontage of nearly three-quarters of a mile with the necessary water depth sufficient to make the harbour accessible to the largest vessel on the lake. There is another advantage to be had too it is ap-

Mr. BENNETT.

proachable at all times, and that there are no rocks or shoals outlying. If the hon. Minister of Railways and Canals happened to be in the House the other evening, and he in all probability was, when the estimates of the Department of Marine and Fisheries were being passed in respect to the buoy service, he will know that it costs some \$2,500 a year to properly light and buoy the vessels coming into Depot Harbour. Again, let me point out that if you utilize the port of Depot Harbour, you do not improve the facilities, or advance the interests of any other harbour on the Georgian bay. It is confined strictly and solely to Depot Harbour, but, if, on the other hand, you should adopt the policy of government control, or government interference, or whatever you may term it, in reference to the Midland division of the Grand Trunk, just as soon as that line leaves Midland on its way to Peterborough you interest not only the town of Midland but the towns of Collingwood and Meaford, and I want to call the attention of the minister and the members of the House to the fact that these are towns of considerable importance. The town of Collingwood has a large established trade, it has a large passenger trade with well established lines of steamers which have been running for a number of years. The government has expended a large amount of money and a large amount of money has also been expended at Meaford. These two harbours are greatly to be benefited by the trade of the Grand Trunk Pacific which, if everything turns out as has been prophesied, will be very considerable. We all hope it will grow into millions and millions and it cannot with any great advantage be all carried by way of Depot Harbour, while on the other hand, by the government acquiring or being interested in the Midland division of the Grand Trunk Railway, you will then have accessible harbours at Collingwood, Meaford and Midland, all three, as against this single harbour. I hope the hon. minister will lay the view which I have submitted to the committee before his colleagues and when the matter does come up in the House again I will endeavour to place my views before the House, and I trust that hon. gentlemen representing districts along the line of the Midland division of the Grand Trunk Railway and those interested in different points on the Georgian bay will press strongly for the adoption of the scheme of utilizing the Midland division of the Grand Trunk between Peterborough and Midland rather than spending a large sum of money on this 263 miles of railway between Depot Harbour and Ottawa. I may say to the hon. minister that the country through which the Canada Atlantic Railway passes is practically a barren country; it is not an agricultural country. You never can expect to have any local trade along that railway. That is patent to-day owing to the fact that