

With reference to the Welland Canal, the Promoters of the Georgian Bay Canal would point out that while they have never felt it to be part of their policy to deprecate the deepening, widening, and improvement of the Welland Canal, yet the advocates of that project have been bitterly hostile to the improvements of the Ottawa Waterway, the foremost amongst these opponents being Mr. Detweiler, of Berlin, who has issued several abusive pamphlets against the Canal Company and its friends.

At the same time it should be stated that the Engineers of the Georgian Bay Canal, including Mr. Wisner, of Detroit, who might have been prejudiced in favour of the St. Lawrence route, reported that the deepening and widening of the Welland Canal would not lead to the diversion of the Canadian Grain Trade from Buffalo to Montreal, or, indeed, appreciably increase shipments of grain by the St. Lawrence route, unless simultaneously with the deepening and widening of the Welland Canal the lower reaches of the St. Lawrence between Prescott and Montreal were at the same time deepened.

This work, Mr. Wisner stated, would in his judgment cost a sum of not less than \$200,000,000, and, moreover, could not be undertaken without an international agreement between the United States and Canada.

Sir W.  
Laurier's  
Motion in  
House of  
Commons  
of 23rd Feb.,  
1914.  
Speech of  
Mr. Rogers

58. On 23rd February, 1914, Sir Wilfrid Laurier moved in the House of Commons:—

“ For a copy of all petitions and memoranda from commercial bodies or other parties in relation to the immediate construction of the Georgian Bay Canal, and of all correspondence in connection with the same since 21st September, 1911.” In the course of his speech Sir Wilfrid Laurier said:—

“ The advantage of the Ottawa route is so natural, so obvious, that in the early times of the Colonies, when the only trade between the East and the West was the fur trade, the only route which was followed by the fur traders was the route of the Ottawa River and the Georgian Bay. There was not then the same requirements in navigation that there are now, but the reasons are obvious to-day in favour of the Ottawa system as they were in those days. So when the Ottawa Georgian Bay system is completed, as it must be ultimately, we will effect a considerable saving in freight charges.

“ I am prepared to admit that in a comparison of cost of carrying freight on the two routes the St. Lawrence system may have this advantage, of having less river navigation than the Ottawa system; but still I maintain that the difference, while it is appreciable, is not such as to be a factor against the Ottawa system. I have therefore to urge the desirability of developing as rapidly as possible the Ottawa system.

“ It may be seen by the tenor of my remarks that I approve the system in a wholly commercial spirit, without any captious disposition at all. I am simply pointing out to the Government what seems to be the pressing necessity of the day, that is to say, the development of the Ottawa system as soon as possible. I am so confident of the future of the country that I have no hesitation in saying that none of the resources which nature has given us in the way of transportation can be

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