

thur to Montreal at 3½ cents per bushel. My reason for making the statement is this: The present rate from Port Arthur and Fort William to Buffalo in the large lake vessels is an average of about 1½ cents per bushel. If the Welland canal were enlarged to allow these large vessels to go down to Kingston or Prescott, or other points at the head of river navigation, the grain could be brought down in these large vessels at 2 cents per bushel. Grain could be taken from Kingston or Prescott to Montreal for 1½ cents per bushel. This would make a total of 3½ cents from Port Arthur or Fort William as I have said. I do not believe that any hon. member will say that the grain could be carried for less than this by the Georgian Bay canal route. For, even if this Georgian Bay canal were opened for traffic, these large vessels would not use it to the best advantage. It would be practically all canal from Georgian Bay to Montreal. These large vessels could not make the time mentioned by some of the speakers to-day. In addition there is great danger of these large ships striking on the sides of the canal and sustaining injury. By the Welland canal route, there would be only eighteen miles of canal from Port Arthur to Kingston—the length of the Welland canal. Therefore, I would urge the government to undertake at once the improvement of the Welland canal, and to proceed with the work as fast as possible. There is no reason that I can see why they should not at the same time proceed with the Georgian Bay canal and do work on that route and, when the Welland canal is completed, work all the faster on the Georgian Bay canal. I am strongly of opinion that there are other water-ways that are to be considered. For instance, there has been mentioned in this House a project of having a water-way from Port Arthur through to Edmonton. That may now seem to some hon. members of this House an impossibility. But I can remember the time—and that not many years ago—when this Georgian Bay scheme used to come before the Railway Committee every two years to have the charter renewed, it was simply thought to be a charter that would never amount to anything. But now we see it is likely to prove a success and likely to go through. The same may happen in the case of the water-way from Port Arthur to the west.

Another thing I wish to say is that, if these water-ways are to be developed, it should be by the government; the government should own them and control the traffic absolutely, and not hand these routes over to private corporations. I trust that the Minister of Railways and Canals will urge the members of the government to proceed with the development of the Welland canal so as to allow these large

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steamers to come down from the upper lakes to the head of river navigation. If this is done, I am satisfied that, in three or four years, the people of the Northwest will save enough in freight to pay the entire cost. And it would bring about this desirable result any where from five to fifteen years sooner than it could be brought about by the development of the Georgian Bay canal.

Mr. C. A. WILSON (Laval). I have only a few words to say and it is not in criticism of the remarks of my hon. friend from Grenville (Mr. Reid), and my hon. friend from North Renfrew (Mr. White). If I understand my hon. friend from Grenville right, it is only a question of opportunity whether the Welland canal should be dredged a little deeper than it is now, though I do not understand that he objects at all to the Georgian Bay canal project. I must say, Mr. Speaker, that it seems refreshing to find ourselves upon a subject relating to water-ways, after we have heard so much about war and Dreadnoughts. In the course of my remarks, I hope I will not wound the susceptibilities of my hon. friend from Jacques Cartier (Mr. Monk), if I touch a little upon the military features of this canal.

For the last seven or eight years I have been particularly interested in matters of dredging and navigation. During the campaign of 1902, that was one of the issues in the county of Laval. During the campaign of 1904, one of the issues was the dredging of the Rivière des Prairies and Rivière Jesus. I am glad to see present my hon. friend from Terrebonne (Mr. Nantel), who I know takes a great interest in this subject. Now, since we have had a survey and report upon this Georgian Bay canal, nearly everybody in the Dominion takes more and more interest in the subject, and is to a certain extent posted on the project. I am not going to entertain at great length this House about the Georgian Bay canal project. Most everything has been said about it that can be said, and if any hon. member wishes to know more about it he has only to peruse the exhaustive and well framed report made by the four engineers appointed by this government to examine the project. They will find in that report everything they need. I propose to confine my remarks to that section of the proposed route extending from the Lake of Two Mountains down to Varennes, a point 6 or 8 miles from the Bout de l'Isle of the islands of Montreal. Now, I would invite the hon. Minister of Public Works (Mr. Pugsley), in the estimates which he will present to this House in a few days, to include a sum of money for the deepening of that part of the canal projected through the Rivières des Prairies, north of the metropolis of Canada.