

bours, open all year round can be secured; and in this way ocean navigation to Liverpool would be 700 miles shorter than from New York, and this would tend to reduce ocean freight rates. The traffic on the Georgian Bay canal would include, in addition to grain and coal, lumber, pulpwood, pulp, flour, live-stock, dressed meats, phosphate, peat, ores, minerals and other products.

The Georgian Bay canal has a great rival in the Welland. Although that route has not the same national, commercial and natural advantages, it has, on the other hand, very active and interested supporters, the majority of whom are on the other side of the boundary.

Contracts for over \$20,000,000 were awarded last year for the enlargement of the Welland, in order to render it navigable by the big lake vessels, and immediately property went up over 25 per cent in the neighbourhood of Oswego, in the state of New York, where our traffic in the near future will take a sharp turn to the south, if we do not at once construct a Canadian waterway. The Americans have been waiting a long time for the opening of this free gate, for, as you undoubtedly know, we are obliged by treaty to give to the Americans free use of the Welland canal. By travelling through the Welland to Oswego, 120 miles of canal navigation is turned into lake navigation. The consequence will probably be the deepening of the Erie canal from Oswego to Syracuse, and from there to Albany, to a depth of 21 to 30 feet, as has been proposed and recommended by the United States Deep Waterways Commission, and by the Superintendent of Public Works for the state of New York.

If these proposed works are carried out they will enable the big freighters to travel from Fort William to New York city without breaking bulk. This will constitute, for the benefit of the United States of America, the most important water route on the continent, second only to the proposed Georgian Bay canal. I believe it would repay any member of this House to read on this question the numerous articles published by Mr. Redden of Port Arthur. But the greatest fault I have to find with the Welland is that it has delayed the construction of the Georgian Bay canal. After the completion of our only national water route the danger will disappear and the trade will revert to its natural channels. The Welland canal is a convenience between neighbours. The

[Mr. Lamarche.]

Georgian Bay route is a domestic necessity.

There is also another point of view from which every good Canadian should consider this question, that of the future development of the country. When the project of the Canadian Pacific railway was discussed, its advocates succeeded in convincing Parliament of its importance, not merely because they were able to show in figures the probable revenues of the line and the probable freight rates from one point to another, but because they satisfied the Government of the day of the necessity of opening new territories and of developing the boundless resources of the nation.

The political men of that time looked higher and they saw something beyond the ordinary possibilities of a commercial enterprise. They were nation-builders and they knew that, in a vast territory like ours, there can be no unity among distant citizens without adequate means of communication. They understood that common prosperity is produced to a great extent by the facilities of trade relation; and in that respect, the steel band of the Canadian Pacific railway extending from ocean to ocean has done more towards interprovincial fraternity than many statutory declarations. The Canadian Pacific railway has made this country what it is to-day, and in return this country has made the Canadian Pacific railway one of the wealthiest railway companies in the world. At the time this railway was built, the vast territories of the West were the common property of the citizens of Canada who were then all settled in the East. Large portions of that western common property were used to finance the enterprise. Owing to new transportation facilities, western energy and perseverance have turned these vast plains into a splendid wheat producing country, and I think the old provinces are not asking too much when they pray for a preference over the United States of America for the transportation of these commodities. The Georgian Bay route does not demand as much. It has hidden treasures of enormous wealth all along its course which are ready to pay more than the cost of its construction.

The report of the Government engineers confirms entirely the statements made by previous experts, that water-powers of incalculable magnitude abound in the roaring bosom of the Ottawa and that over one million horse-power can be developed, which would attract large and prosperous industries, and would besides pay the interest on the whole expenditure. Last year it was