

waterway from the lakes to the sea. The people of this country will not approve the expenditure of a large sum of money on a canal that will only be useful for the development of power.

Canada has had considerable experience with canal schemes which have cost the country large sums of money and have been absolutely useless for purposes of navigation. The Newmarket canal (or ditch as some prefer to call it), and the Trent Valley canal, are striking illustrations of expenditures of this kind. When the Trent Valley canal was projected we were told that it would revolutionize the carriage of grain from the west to the seaboard, but there never has been and never will be a cargo of grain pass through its locks. It does, however, provide a good water course for rowboats and motor boats and the owners of these craft will take advantage of the liberality of the government in providing such an expensive stream of water for their amusement.

In discussing the Georgian Bay canal, consideration must also be given to the fact that, even if it could be made useful as a channel of commerce, its construction would sidetrack all the territory tributary to Lake Ontario, Lake Erie and the Detroit River, and the Province of Ontario is entitled to share in the benefits to be derived from the construction of a deep waterway to the ocean.

The Georgian Bay canal project is not a sound business proposition as a means of transportation and it would not meet the requirements of a waterway required for the carriage of the business of the great west to and from the sea; it never will be constructed because there is an alternative route by way of the St. Lawrence River that is infinitely superior for transportation purposes and which can be developed at a fraction of the cost that would be incurred in the construction of the Georgian Bay Route.

The construction of the Georgian Bay canal as the solution of the problem of providing a deep waterway to the sea would be one of the most stupendous blunders ever committed by the government of an intelligent people.

This brings us to the third and last of the three propositions before us, viz.:

The Development of the Saint Lawrence Route.

The St. Lawrence River forms a natural artery from the lakes to the ocean and by taking advantage of it we secure a deep waterway with the minimum of canal mileage and the greatest stretch of free running water and we must all admit that these are two essential necessities for a channel of commerce that is to be of service to the people. This route presents the only feasible plan by which we can ever hope to obtain a waterway capable of taking care of the immense volume of traffic which will move to and from the ocean when the work is completed. The reconstruction of the Welland Canal, which is the most expensive part of the work, is already under way and the money that is being spent on the new Welland Canal will be wasted unless it is followed by the development of the St. Lawrence River. The object in reconstructing the Welland Canal was to provide a waterway large enough to accommodate ocean vessels and we must make it possible for those ships to reach that canal, otherwise the work will have been done in vain. The Welland Canal cannot handle ocean vessels until we make it possible for those ships to get from the sea to the canal, and that can only be accomplished by deepening the St. Lawrence and making it suitable for the passage of ocean carriers.

The reconstruction of the St. Lawrence canals is a necessity and calls for immediate action on the part of the government.

There is not a practical vessel man doing business on the Great Lakes, who, if he were asked the question which of the three proposed routes would prove most serviceable, would hesitate a moment in declaring that there was only one deep waterway that would be of any benefit to the country and that is the St. Lawrence route with its long stretch of free running water.