

country are full of faith in its future, they are forgetting the past, they have no confidence in the men whose memory is riveted upon the past, even if it is only three or four years distant. It is the present and the future that they look at. What then, is our first duty? *It is, in my opinion, the development of the waterways from Lake Superior and Lake Huron, and securing of a cheap means of water transportation from that section of the country to the port of Montreal. I am a firm believer in the project called the Georgian Bay Canal and the Ottawa Canal. I have looked into the matter. I have thoroughly studied it, and I believe that what we need is a 20 foot navigation from the Georgian Bay to Ottawa and Montreal.* It seems to me that the people of Montreal should use every effort to bring about the accomplishment of that canal, for if they can only get a tithe of the traffic that passes through Lake Superior and Lake Huron, if they can only get 8,000,000 or 10,000,000 of the 40,000,000 tons that are carried on the lakes, and if the people of Montreal provide proper facilities to the ocean, which my hon. friend from St. Lawrence division (Mr. Bickerdike) says it is possible to obtain, then I say this canal will make Montreal one of the largest cities on the continent of America; if we have larger cities we will have flourishing manufactures and if we have cheap means of transportation, the whole country from the Atlantic to the Pacific will benefit continuously therefrom.

Now, as to the possibilities of the building of the *Georgian Bay Canal*, I wish to say a few words. My hon. friend from North Norfolk (Mr. Charlton) quoted from a General Symons, an American engineer, who made an estimate concerning the construction of the Erie canal about ten years ago. He showed that even if they succeeded in obtaining a 20-foot navigation, which would cost an enormous sum of money, they could only travel through that canal at the rate of three or four miles an hour, and that, therefore, the canal would be of no advantage. He is perfectly right in reference to that. Where you are obliged to travel at a very slow rate of speed, where you cannot use paddle wheels or screws on account of the danger of crumbling down the banks and filling up the prism, you have a trouble and a difficulty that are very serious indeed, and must be considered in estimating the cost of transportation through that canal. *But the case is entirely different in the Georgian Bay and*

*Ottawa Canal. Indeed there is no canalization on this route. Nature seems to have provided everything we need for the purpose of giving us the navigation of that route. You can go at full speed upon the Georgian Bay Canal from one end of it to the other.*

What have you for the purpose of going from the Georgian Bay into Lake Nipissing. You have only 60 feet of a lift, and that can be overcome by three locks of 20 feet each. When you get into Lake Nipissing you are at the summit level, then you have over a hundred miles of transportation till you get into the Mattawa River. There is a descent of only 140 feet into the Mattawa River, and from the Mattawa River down to Montreal you have a route which is not like any other canal, indeed you cannot call it a canal. Extraordinary to say, except in two or three places, the depth of water is from 25 to 60 feet.

Lake Nipissing is a great deal over 25 feet. There is just a portion of it under that near the proposed entrance of the canal into Trout Lake or the summit level. Economically, what would be the effect? By this route you save 400 miles to the seaboard. You have no canal at all virtually, simply a few locks to pass which will detain you about an hour or so.

The locks ought to be about 500 feet long and about 60 feet wide. That would accommodate a ship of about 8,000 tons. A vessel could then load at Chicago, a pretty large vessel, and go right over to Liverpool and from Liverpool back again. The argument is made that you cannot get the return cargo that can be got by vessels sailing from New York which is an advantage to the shipper. Wherever you have an export trade, and it is the cheapest from the points of that export trade, the return cargo will go likewise. That is as clear as it possibly can be.

Then, there is another advantage, and it is that no foreign navigation laws can affect us. We can sail from Duluth or Chicago through our own ports and on to Liverpool. We do not need to go to Buffalo or any other port. This places Canadian shipping in a better position than American shipping, and my hon. friend knows the difficulties at present in reference to the shipping grain by the St. Lawrence route. I have stated it again and again, that one of the great difficulties is the want of enterprise on the part of the people of the country which is especially shown in the lack of adequate banking facilities. You can ship in an American