

To which Mr. Rogers replied on the 3rd July, 1913, as follows:—

“ Office of the Minister of Public Works of Canada,
Winnipeg, Manitoba, Canada.

“ My Dear Sir Robert,

I beg to acknowledge receipt of your letter of June 14th, which just reached me here. I expect to be returning to Ottawa in a few days, and will take up the subject matter of your letter, regarding Georgian Bay Canal, with my colleagues, and if we can arrive at any definite decision, such as that suggested by you, I will be glad to communicate with you.

Yours sincerely,

(Signed) R. ROGERS.

Sir Robert Perks, Bart.”

The Welland
Canal.

57. Later in the Session a sum of \$2,000,000 was voted by the Canadian Parliament for the widening and the deepening of the Welland Canal, and shortly after Parliament had risen, announcements were made in the Canadian Press that it was the intention of the Government forthwith to let the contracts for the construction of these works, the estimated cost being between \$45,000,000 and \$50,000,000. Contracts were let in July, 1913. The amount for the Welland Canal work will ultimately equal the cost of building the Georgian Bay Canal from the St. Lawrence to Ottawa.

Later on the London “Times” correspondent in Toronto, who has always been an opponent of the Georgian Bay Canal, although the “Times” in London has always supported the Canal, cabled to the “Times” newspaper on 6th November, stating that the Canadian Government had come to the conclusion that national interests would be more immediately and permanently secured by enlarging the Welland Canal, and improving the St. Lawrence system, and that the Government of Sir Robert Borden’s was less favourable to the Georgian Bay Canal than the Laurier Administration.

As this statement was extremely disturbing and disappointing to the friends of the Georgian Bay Canal and to the British Company, the Company addressed a letter to the Prime Minister calling his attention to this statement and expressing the hope that the “Times” correspondent at Toronto had not correctly indicated the policy of the Government.

The Company again took an opportunity in presenting their views to the Prime Minister in December, 1913, to urge that there should be inserted in the estimates for the following year a sufficient sum to carry out the suggestions which were made to the Minister of Public Works on behalf of the Company of the 11th April, 1913.

One of the reasons why the Company again urged this policy was that their Engineers reported to them that buildings were being erected and businesses were being started on the direct route of the Canal, in some instances apparently for the express purpose of being bought out by the Canal Company when the time should come for construction.