

of Kingston, and the abandonment of the heart of Ontario, or, in other words, the heart of Canada. If the canal be enlarged this loss is inevitable, because of the preponderance of the big United States freighters going to Oswego which now run to Buffalo.

When the Ottawa ship canal is constructed, the Canadian naval fleet would be able to reach lake Huron clear of international waters, and whenever the defence of the country should require it, their presence would protect that Canadian coast and call for a large United States force to be kept at various places to protect the cities and the coast of the United States. With the Ottawa-French River canal constructed, western Canada, Ontario, and Manitoba would not be dependent on the United States water-borne coal in time of trouble, which dependence is at present a vitally weak spot in our armour.

Apart from the military aspect of this project, the other important points which have to be considered and which have been very ably discussed to-night, are in connection with the saving of distance. As has been pointed out by almost every one of the previous speakers this route is 282 miles shorter than any other existing route, or in other words, 564 miles for the round trip. That, of course, is what should be considered in connection with a project of this kind.

The report presented to Parliament by the Liberal Government in 1908 showed that the time of transit was in the neighbourhood of 70 hours; that the curves on this route were no sharper than those on the St. Lawrence and Great Lakes; that as far as fogs are concerned, the Ottawa river was as free, if not freer, from fogs than the Great Lakes. As regards the safety of navigation, I can only refer to that terrible disaster which occurred last fall on the Great Lakes whereby many lives were lost. That showed that, so far as the Great Lakes route is concerned, while the stretches of water may be larger, navigation is not as safe as it might be, and we all know it would be impossible for an accident of that kind to occur on the Georgian Bay canal route.

In conclusion, I wish again to express my appreciation to the hon. Minister of Public Works for the very exhaustive manner in which he has treated this question. I feel safe in saying that when that commission which is to be appointed has sent in its report, its findings will be that, not

only from an engineering point of view, but from a commercial standpoint, the Montreal-Ottawa and Georgian Bay waterway is feasible in every respect. I trust that before long this project will be under way and that within a comparatively short time we shall have the large lake freighters passing our very doors.

On motion of Mr. Brabazon, the debate was adjourned.

On the motion of Mr. Rogers, the House adjourned at 11.20 p.m.

## Tuesday, February 24, 1914.

The House met at Three o'clock, the Speaker in the Chair.

### ASH WEDNESDAY ADJOURNMENT.

Mr. BORDEN moved:

That when the House adjourns this day, it do stand adjourned until Thursday next, the 26th inst., at three o'clock p.m.

Motion agreed to.

### PRINTING OF ANSWERS IN 'HANSARD.'

On the Orders of the Day being called:

Mr. J. J. HUGHES: I wish to call your attention, Mr. Speaker, to the fact that an answer to a question with regard to freight rates on the Prince Edward Island railway which appeared on the Order Paper yesterday was not printed in 'Hansard.' The only answer that appears in the official report is that the answer had been filed with the Clerk of the House. I should like to know why the invariable rule of the House has been departed from.

Mr. BORDEN: I know nothing of the matter except that the Clerk of the House informs me that the answer consisted of a long series of statistics which it is not usual to print in 'Hansard,' and that the clerk will furnish copies of the answer as may be desired. My hon. friend will remember that there was some discussion about this matter on a previous occasion, and it was stated that the practice which was followed has been pursued for some time.

Mr. HUGHES: If the right hon. Prime Minister will pardon me, I do not think there was any previous discussion about this matter; probably it was about a return. It seems to me that the answer to this question should not occupy more than