

year from 1896 to the present time.—Mr. Edwards.

Copy of all correspondence with Major Lydon, or other persons, respecting an application on behalf of the Highland Cadet Corps of Montreal, for permission to import, free of customs duty, certain articles of uniform and equipment, the manufacture of which is not carried on in Canada.—Mr. Worthington.

Copy of all orders in council, correspondence, reports, documents and papers, relating to the right or privilege to raise the waters of Clear lake, province of Manitoba, application for which was made by a company to develop power on the Little Saskatchewan river.—Mr. Roche.

Copy of all pay-sheets, accounts and vouchers for wages, material and expenditure in connection with work on Skinner's Cove, Boat Harbour, Pictou county, Nova Scotia, in the years 1907, 1908 and 1909.—Mr. Stanfield.

Copy of all pay-sheets, accounts and vouchers for wages, materials and other expenditures in connection with work on the Causeway between Cariboo and Cariboo Island, Pictou county, Nova Scotia, in the years 1907, 1908 and 1909.—Mr. Stanfield.

Copy of all pay-sheets, accounts and vouchers for wages, materials and other expenditures in connection with work on the Toney river, Boat Harbour, Pictou county, Nova Scotia, in the years 1907, 1908 and 1909.—Mr. Rhodes.

Copy of all correspondence, submissions, references, reports, returns and orders in council, in reference to the adjustment of the disputed item of 581 cubic yards of excavation, claimed at \$10 instead of \$2.50 a cubic yard, referred to in a letter of the Auditor General to the Secretary of the Transcontinental Railway Commission, dated the 18th August, 1909.—Mr. Lennox.

#### GEORGIAN BAY CANAL.

Mr. G. V. WHITE (North Renfrew) moved for:

A copy of all orders in council, reports, correspondence, documents and papers, not already brought down, relating to the construction of the Georgian Bay canal, or any portion thereof, or relating to the surveys thereof, and all offers, proposals and written negotiations not already brought down, with respect to the construction of the said canal or any portion thereof by any company, corporation or syndicate, or with respect to the guarantee by the government of bonds or debentures for the purpose of raising the necessary capital for the construction of the said canal.

He said: Mr. Speaker, in arising to address the House on the important question of transportation, dealing particularly with the advantages to commerce which Canada will derive by the construction of the Georgian Bay canal, I recognize my inability to deal intelligently with this subject. However, I realize the importance to Canada of cheap transportation, and I also feel the duty which devolves upon me as a member of this House of bringing to the attention of parliament matters which not only appertain to the constituency which I have the honour of representing, but also to

Mr. PUGSLEY.

the welfare of the Dominion in general. The right hon. the Prime Minister (Sir Wilfrid Laurier), a short time ago, in the city of Toronto, made the statement that as a young nation we had far more important questions than defence to deal with, and the all important one was this question of transportation. I think it was Macaulay who said that of all the inventions, the alphabet and printing press alone excepted, these inventions which abridge distance have done most for civilization. Especially do these words apply, Sir, to a country of the magnitude of ours. A glance at the map will demonstrate that Canada, from her geographical position, holds the key to the solution of the water transportation problem of the North American continent. This is a fact which is not only recognized by ourselves, but also by our neighbours to the south of us. As regards railway transportation we are, for a young country, pretty well supplied. By the completion, in 1885, of the Canadian Pacific railway, recognized to-day as one of the greatest railway systems in the world, and having a gross revenue equal to the revenue of the Dominion during the last fiscal year, communication was established between the Atlantic and the Pacific oceans. In 1908, according to the Year-book, I find that there were some 23,000 miles of steam railway lines in operation in Canada. To-day we have in course of construction two other transcontinental lines, the Grand Trunk Pacific and the Canadian Northern, besides many branch lines, and the hon. Minister of Railways and Canals (Mr. Graham) stated the other day that within a short time work would be commenced on the Hudson Bay railway. We need our railways, but we also need to develop and improve our waterways which are the natural means of communication placed at our disposal, especially adapted to the carriage of large and bulky commodities. It is a mistaken idea, which seems to be more or less prevalent, that the improvement of our waterways will retard railway development.

To verify my contention I need simply call the attention of the House to the fact that such men as Sir Thomas Shaughnessy, president of the Canadian Pacific railway, Sir William Van Horne and James J. Hill, probably the three best authorities on modern transportation requirements have announced themselves as favourable to the construction of the Georgian bay canal. At a banquet tendered to him by the Toronto Board of Trade, on the 15th June, 1908, Sir Thomas Shaughnessy said:

But while we are giving attention to our agricultural interests, and encouraging the development of our farms and our fruit lands, and our mining and lumbering operations, we have other things to do in Canada, which we must carry out if we are properly to fulfil our destiny. We have our internal water-