

last spring, he paid particular attention to it. He then said:

The deepening of the Welland canal and the construction of the Georgian Bay canal were two national works which would be accomplished at the moment when Canada was creating her navy.

I have many other extracts here, not only from Canadian but also from American sources, but I shall not take the time of the House in reading any further. I submit that if the government be not in a position at present to go ahead with this work, they should allow some company to take it up. I do not mean that I would be in favour of a company controlling and owning the canal in the future, but I understand that a company, called the Montreal, Ottawa and Georgian Bay Canal Company, has made certain proposals to this government. This company is, I think, financially in a position to carry through this great work, I would judge so by the fact that the name of Sir Robert Perks, who is at the head of this company, is connected with some of the greatest works of this description ever undertaken. Let me just mention a few of them:

Severn tunnel under the river Severn, connecting the railway systems of south and west England with those of South Wales. This tunnel is $4\frac{1}{2}$ miles long and involved an expenditure of \$12,000,000.

Barry docks, South Wales, built chiefly to accommodate the coal export and lumber import trades, equipped with the latest appliances for handling this traffic, and cost \$10,000,000. These docks handle some 8,000,000 tons of coal per annum and the population of the town has risen, since their construction, from 100 to 40,000.

Buenos Ayres harbour works constructed for the Argentine government. These works were constructed at a cost of \$50,000,000.

The Manchester ship canal, extending from the Estuary of the Mersey to Manchester, 25 $\frac{1}{2}$ miles. This has reduced the freight rates between Liverpool and Manchester one-half. It has 26 feet depth of water and is 120 feet wide at the bottom, and cost \$78,000,000.

The Rio Janeiro works, now under construction for the Brazilian government, consisting of several miles of quay walls in Rio Janeiro harbour, with attendant dock facilities, such as shed, electric cranes, &c., and involving an expenditure of \$35,000,000.

And there are many other works with which the name of Sir Robert Perks and those of his associates are connected. Therefore I think that if Canada is to take advantage of the position she occupies geographically with regard to transportation it is time she undertook to improve this great water-way with which nature has endowed us. Along this water-way, many industries could be built up, and along it are to be found many of the most valuable resources of this country. I do not know that there is any-

thing further I can say except to urge on the government the necessity of undertaking this work at the earliest possible moment or of allowing some private company to undertake it. The construction of this canal would not only help the territory through which it runs but be of the greatest national importance to the whole Dominion.

Mr. JAMES ARTHURS (Parry Sound). In view of the very able speech, Mr. Speaker, made by my hon. friend from Renfrew (Mr. White) and the many exhaustive speeches which have been delivered upon this subject in other parliaments as well as this, and which have demonstrated clearly the great importance of building this canal, I shall not take up the time of the House by going into details. I simply wish to call attention again to a few of the reasons why this canal should be built at once and to reply to a few of the objections made against its construction. The first survey for the canal up the Ottawa and down the French river was made in 1837, 73 years ago, by direction of the parliament of Upper Canada. In 1859, a report was made of a survey on a nine foot basis to the parliament of Canada, and since then many surveys have been made over this route. In each and every case we find that the engineers reported that the scheme was entirely feasible and recommended it as one which would be highly beneficial to Canada. The fact that these reports were so unanimous in favour of the building of this canal is the more remarkable when we consider that when these surveys were made, the great northwest was almost entirely unknown, and in fact the buffalo were about the only inhabitants of those regions in which are to be found to-day the finest towns in western Canada. The coal mines of Nova Scotia also were then very little worked and the manufacturing establishments of Ontario were practically unknown. We know what great changes have since taken place and we look forward to seeing our shipments of grain from the west continue to multiply. We believe also that our mines in Ontario, great as they are at present, will continue to develop and furnish, through the operation of our railways, a home market for our coal from Nova Scotia and provide return cargoes for vessels from the maritime provinces using this canal.

It is not necessary that I should prove that this canal will give the shortest route between Fort William and Montreal—shorter by 280 miles than any other—as this will be admitted by any one who has made a study of the facts. It is also admitted, even by American authorities, that its completion would place the grain carry-