

are three schemes before the country, all very costly. A great deal of money has already been spent on the Georgian bay surveys. Before coming to any decision the minister would do well to examine thoroughly the proposed routes to see which would best serve navigation, whether a Georgian bay canal, which would bring navigation to Montreal, or a canal between Georgian bay and Port Hope or Toronto, or deepening the canal at Welland, or building a new one. Whenever he brings down data concerning the Welland canal, I would ask him also to bring down data concerning these other schemes, so that we may be able to judge which one would best serve the purpose of navigation.

Mr. LANCASTER. When the Georgian bay canal scheme was being debated I put some statistics before the House by which it was manifest that less than half the expenditure required to build the Georgian bay canal would be sufficient to give a 24-foot draught in the Welland canal and enlarge the locks to the necessary extent. There was a carefully prepared estimate put upon the 'Hansard' in the shape of a statement by the Board of Trade of St. Catharines, on which I commented at the time. With regard to what my hon. friend from Beauharnois (Mr. Bergeron) has said, there was one item in this statement which showed that there was between 250 and 300 feet more height of land to overcome through the Georgian bay than through the Welland canal; you have to have either that many more locks or that much deeper locks, and you would have to expend two or three times as much on a Georgian bay canal than you would have to expend on the Welland canal to accomplish the same purpose. You have your Welland canal now, you know what you can do with it, either deepen it or build a shorter one through the same part of the country. I have no doubt that to bring your vessels down through the Welland canal the expenditure would be less than a half and probably a third of what it would be to build a Georgian bay canal.

Mr. GRAHAM. This is an interesting subject, and I can hardly keep away from it myself. But it will be opened up on the capital expenditure, which we have not reached yet. This is a small item for canals that are being operated, and for the men employed on them.

Mr. LANCASTER. Remember that you are increasing your repairs every year to the Welland canal, and that money is going to be wasted, to a certain extent, if you are contemplating repairs in the shape of betterments.

Mr. GRAHAM. We want to keep the canals in as good a shape as they are now,

for the sake of navigation. I would like to get this item through, as it includes the pay of the men, and my civil government estimate is not through yet. The question of the different canal routes is a large one, and I think we had better not take it up now.

Mr. WHITE. Since this question of the Georgian bay canal has come up, I desire to say a word or two. I have to take issue with my hon. friend from Lincoln (Mr. Lancaster). If he had listened to the debate that took place in the House upon this question he would have seen that every reason was advanced which showed that the construction of the Georgian bay canal would be a great benefit to this country. If he had read the report he would also see that the difficulty has been practically overcome with regard to the height of land. I understand that, according to the reports brought down, there is a way of damming the upper streams which will do away with the difficulty which was anticipated of having to excavate the height of land down to the level of Lake Nipissing. I think the House as a whole will agree that the construction of the Georgian bay canal would be a great benefit from a national point of view.

Mr. LANCASTER. I did listen to every word of that debate, and I spoke on the subject at the end. I have nothing to retract from what I said then. If we had not the Welland canal we would need a Georgian bay canal.

Mr. LENNOX. There is no doubt about the minister getting his item through speedily, we all intend that he shall. But there are a few things we want to speak of at this time. This item in reference to the staff would naturally include the question of a survey which has been recently made from Kempenfeldt bay to the Georgian bay.

Mr. GRAHAM. That is in capital account.

Mr. LENNOX. A staff of men have been at work. We had a survey two years ago on a route from the Georgian bay by way of the Severn river. Last year we had a survey of the proposed route from the head of Kempenfeldt bay to the Georgian bay. The deputy minister has been good enough to give me information from time to time as to that. So far as I know, the report is not yet made. I would be glad to know from the minister if we are likely to have that report soon. My hon. friend representing North Simcoe (Mr. L. G. McCarthy) and myself have been calling the attention of the government from time to time to the matter as we desire to see that report after it is prepared and before the government have decided finally what action they will take upon it. When the