

description of the several battle fields, stating his preferences.

Mr. PATTERSON (Huron). Nothing could withstand the hon. gentleman's eloquence. If the matter is not attended to by private enterprise, I will be very happy to bring the matter up next session.

Lachine Canal \$50,000

Mr. TISDALE. I wish to call attention to a matter more important than even the Lachine Canal. The other day in the House, in speaking to a resolution in regard to a canal I foreshadowed. I had not the opportunity to quite finish my observations. I now wish to call the attention of the House to this matter, as I shall not have another opportunity of doing so. According to the resolution I submitted, and according to the report of the engineers I read on that occasion, the scheme foreshadowed was to build a canal from Two Creeks, on Lake Erie, in a direct course to the mouth of the River Thames in Lake St. Clair, a distance of fourteen miles. The canal, as shown by the scientific reports made on it, would pass through a comparatively level country without physical difficulties so far as regards canal construction; the soil is either sand or loam, and therefore, the canal could be cut with the most improved class of machinery used for that purpose. From the mouth of that canal the route to run through Canadian territory would pass through the fen lands on the eastern borders of Lake St. Clair, to the channel Bearte East and back of Walpole Island. When it struck that channel it would meet with a current so rapid that for all time to come it would keep the canal open by the action of the water. Further, it would only require a break lock at Lake St. Clair to regulate the flow of the water, and a lock at Lake Erie on account of the water rising and falling. The estimates of the engineers from which I quoted shows that the canal proper could be built at a cost of \$800,000, and the dyke canal, continuing the scheme through Canadian territory, was estimated to cost \$500,000. But this would be for a system of fourteen feet navigation, and my idea is that the canal should have a depth of sixteen or seventeen feet, so as to be large enough to accommodate the largest lake craft, the large steam-barges that carry 100,000 bushels of grain. That would increase the total cost to \$2,000,000 or \$2,500,000. My idea in having a larger canal would be so that it might permit the passage of the largest class of American barges that pass from the upper lakes to the lower lakes, although my principal motive in introducing the resolution was to submit a scheme of a national character, to secure for Canada a complete waterway from the great lakes to the ocean through our own territory.

Mr. MILLS (Bothwell). What is the matter with the Detroit river?

Mr. TISDALE. I will come to that later. I will show in what respect the canal would

give great advantages over the Detroit river. My idea was that we should have a canal large enough to accommodate the traffic of both countries, because although my object is to secure an independent route through our own territory, still I do not intend the proposal to be one of an unfriendly or offensive nature to our neighbours. If they will use our waterways and treat us as good neighbours, and as having a right to our own views and our own policy, I have every desire, as I have always said, to deal in a friendly spirit with them. If, on the other hand, they wish to be coercive, aggressive or prescriptive in regard to trade relations with us, then I wish our waterways and other lines of commerce to be such that we may be able to teach them that we can get along independently, that we will hunt up new avenues of trade and enlarge the avenues in our possession. I believe we have a country, a people, with sufficient capacity and resource to maintain our position. Moreover, in days to come, if they continue such a policy, we will be able to meet them in the markets of the world, compete with them, and I believe rival them. I need not enter into discussion as to the benefits derived from water communication. We are all agreed that for the moving of the vast grain products of the North-west, canals are indispensable. I will read one short quotation from Mr. McNabb, the engineer, which is as follows:—

It has been very often urged that in these days of rapid transit transportation by water is being abandoned by shippers and that the railways are absorbing all the traffic; such, however, on investigation is found to be very far from the true facts of the case, as we find the tonnage moving on our great lakes rapidly increasing and assuming enormous proportions; so much so that the most sanguine anticipations of one season are dwarfed by the actual increase reached in the next. During the year 1890 twenty-two million tons passed between Lakes Huron and Erie; and during the year 1891 the tonnage passing through Detroit river exceeded by ten million tons the tonnage of the two ports of Liverpool and London. The new type of lake vessel for the carrying trade aptly termed the "Whaleback" promises great results in this direction, as they are light draft and capacious, permitting of a loading whereby they can make a ton-mile with the consumption of but a fraction of an ounce of fuel. Canada possesses a national highway to the Atlantic of over two thousand miles in length, with but seventy-two (72) miles of detention by lockage, whereas the United States route *via* the Erie Canal presents three hundred and fifty-two miles of constant detention by lockage, or, as admitted by a writer on the other side of the line: "Canada retains the key of the carrying trade of the great lakes to the ocean, not only from her own, but from American shores. From Duluth as much as from Port Arthur, from Chicago as much as from Toronto, the way to the Atlantic for wheat and minerals is by the St. Lawrence. It will form a great bee line for the commerce of two hemispheres which by reason of its few obstructions and detentions, its freedom from the necessity of breaking bulk, and its minimum cost of transportation is destined to control a business which no imagination of man can picture or estimate."

Now, Sir, as to the advantages of this route. In the first place, from the report that I