

remembered that there are 346 miles of open lake and river navigation.

The best authority that could be quoted in this respect is Captain Norcross, one of the most experienced navigators on the Great Lakes, who, answering the questions put to him by the engineers of the Government, declared that he considered Stribling Point Bend and Sailor's Encampment as perfectly safe by night or by day. These are two curves on the Great Lakes and both are sharper than any curve to be encountered along the proposed Georgian Bay canal. Captain Norcross further declared that he considered none of the curves on the Georgian Bay canal as dangerous.

The third objection is that the canal will pass through a barren country. This canal is wanted to carry freight from the lakes to the head of Atlantic navigation and not for the purpose of running sight-seeing excursions and the aspect of the country does not matter very much. The Welland district, which is called rightly the garden of Canada, supplies only two per cent of the trade going through the canal.

Now, Mr. Speaker, that I have established the absence of any serious local or natural obstacles to the construction of this waterway, I will endeavour to show, as clearly as possible, the numerous advantages which will derive from this enterprise and its commercial necessity. The project of the Georgian Bay canal should count among its most enthusiastic supporters all those who not only invoke but firmly believe in the principle 'Canada for the Canadians.' The Georgian Bay canal is the only waterway from east to west which can be constructed from one end to the other on Canadian territory. The great St. Lawrence river, of which we are so justly proud, is an international river, while the Ottawa and the French river from their source to their outlet are, and remain, Canadian waters. This means that in time of peace we would be free from many international disputes with the United States, while if we adopt the St. Lawrence route, we can foresee many difficulties arising from the development, sale, or lease of water powers, the flooding of lands, the regulation of the flow of water, the raising or lowering of water level, and the regulations as to canal privileges and as to navigation in general.

Those who have studied the history of our country as regards its relations with Uncle Sam are inclined to be very careful. Every time we have had a serious difficulty with him he has added to his territory a slice of our own. Lord Alverstone has set-

[Mr. Lamarche.]

ted the last dispute by the Americanization of a part of our Yukon, and I believe that we are more sheltered from similar decisions on the banks of the Ottawa than in the vicinity of the 45th parallel of latitude.

This also means, Mr. Speaker, that in time of war, if such a thing should ever happen with the United States, the Ottawa waterway would be the only useful one from a military point of view. This view was entertained by the Imperial authorities as early as 1821, and many are they who believe that strategy counted for something in the establishment of the capital on the banks of the Ottawa river. The Imperial authorities have not changed their minds in that respect. In 1898, before a special committee of the Senate of Canada appointed for the purpose of inquiring and making a report upon the feasibility and advantages of the Georgian Bay canal, Major General Gascoigne made the following declaration:

Mr. Stewart—Will you explain the military advantages of this route?

Major General Gascoigne—I may state broadly, from a strategic point of view, I look upon this scheme as the most desirable possible. Of course, I should qualify my statements in this respect, that a great deal depends upon the depth of the water that you propose to make.

The Chairman—The depth will be fourteen feet.

Major General Gascoigne—I was going to ask for fourteen feet. If you make it fourteen feet deep, I can only say that it will be of the utmost value, from a strategic point of view, to the country. I know the Imperial authorities look at it in that light also.

The Chairman—Have you ever been over that route?

Major General Gascoigne—No.

The Chairman—But you know the general lay of the country.

Major General Gascoigne—It is, of course, a thing we have looked at very closely both at home and here, from a strategic point of view. Parts of the country I have been over myself, but it is quite sufficient to look at the map to judge of the enormous value of this route, from a military point of view.

The Chairman—What depth of water would it require for the purpose of transporting your armaments through?

Major General Gascoigne—Fourteen feet is what I should ask for. Fourteen feet would do me. I could do with less, but I should be very sorry to have less. Of course a torpedo boat does not require the same depth of water, but, at the same time to get the full value of the work, from a strategic point of view, fourteen feet is the least I should ask for.

The Chairman—What is the length of your vessels?

Major General Gascoigne—I cannot tell you the length, but the locks would have to be of considerable length. I am speaking from memory, but I think they should be not less than 120 feet.

The Chairman—Three hundred feet is the