

Mr. Rogers also said :—

“ Upon the report and findings of that Commission, I hope the Government and Parliament will be able to decide. If the report of the Commission is adverse to the work, and if it is considered well founded and carefully calculated, I shall have no hesitation in adopting that report. On the other hand, if the report of the Commission finds that this undertaking is a commercial possibility, then, in the same way, I shall have no hesitation in coming to this Parliament and recommending the expenditure of whatever money may be necessary to carry out this project, in accordance with the report of the engineers who have had the matter under consideration for so many years.

“ I am satisfied that no long delay will ensue because of the appointment of the Commission. For example, if it be impossible for them to make a report on the whole work without any great delay, it certainly will not be impossible for them to make a report on the portion of the Canal from Montreal West for some distance, and also with respect to the work on the French River to Lake Nipissing. To my mind this is a very important part of the undertaking, because all we will have to do there will be to canalize the river, which according to the report of the engineers is not a very expensive undertaking, and which would give us 80 odd miles of completed Canal. That is a portion of the project that deserves immediate and serious consideration. When the report of the Commission is submitted, the people of Canada can depend upon it that the Government will not fail to assume responsibility for dealing with the matter in such a way that will merit their confidence.”

In the course of this debate, Mr. Rogers, replying to Mr. Lamarche, who had called attention to the possibility of building the Canal in sections, replied: “ That it might be a commercial desirability to build a portion of the Canal from the French River as far as North Bay, and also to build and improve the portion from Montreal to the Ottawa River without it being absolutely necessary to make a favourable report of the whole undertaking.”

With reference to this, attention may perhaps be directed to a report presented in the year 1888 by Mr. Bender to the Canadian Pacific Railway, in which he recommended the construction of the French River Section, it being the intention at that time to exchange traffic at North Bay from the Canal steamers to railways which converge at North Bay.

With regard to the Eastern section from the St. Lawrence to Ottawa it is important to note that the cost of that section would not be very largely in excess of the cost of deepening and widening the Welland Canal, whereas there would be electric power to the extent of 290,000 effective and saleable H.P. on that section of the Canal.

The Eastern
section.
Ottawa a
seaport.

61. The construction of the Eastern section from the St. Lawrence via the Back River to Ottawa, would unquestionably be a public improvement of the very greatest value. Steamers drawing 20 feet, and up to say 10,000 tons, would then be able to steam up the Ottawa River to Ottawa and Hull, thereby adding enormously to the commercial importance of Ottawa; and at the same time the towns of Hawkesbury and Point Fortune, where there is valuable water power, would become important

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