

Militia thought for a moment that there was any possibility, in the case of any European difficulty, of the ships of a foreign navy entering our waters. The canals and the rapids, it seems to me, would be sufficient to stop them. I question very much whether our French confreres who 'swallowed' the objectionable measures to which reference has been made, would allow them to get past Quebec; and the fortifications at Halifax are quite sufficient to protect that part of the country. If it did come to a question of a naval invasion we would simply have to blow up one of the locks and the ships could get no further. If we are to have any menace against the peace of this country—if we are to be invaded—it must of necessity be by our neighbours across the line; and when that occurs I scarcely think the Yankee navy will come to our assistance. How the hon. gentleman got possessed of that idea is altogether incomprehensible, but he has a vivid imagination, and when he is driven to a stand on a question of this kind, he is sure to find some excuse for his utterances.

I would like to know, if possible; whether there has been any verification of the report made by Mr. Butler, the Deputy Minister of Railways and Canals. The Premier told us in the glowing speech which he made in reference to the short line from Moncton to Quebec, that they were going to save 140 miles. Now according to the interim report made by Mr. Butler, he makes the distance between Moncton and Quebec 11.5 miles longer by the projected line than it is by the Intercolonial. We are to spend millions of money to build a road to connect at Quebec with the Transcontinental road, the Grand Trunk Pacific, paralleling to a great extent the Intercolonial Railway and yet that road, if Mr. Butler's report be correct, will be eleven or twelve miles longer than the Intercolonial Railway itself.

We have our government road and we are paying interest upon the eighty millions which it cost to build it, and yet we are going to spend another twenty millions to build this new road, which, if the engineer's report be correct, will be eleven or twelve miles longer. Perhaps my hon. friend will be able to tell us when he rises to reply whether that statement of the engineer is correct or whether he has found a route that could be used which would be shorter than the Intercolonial.

Next we are informed that we shall have an interim report of the Waterways Commission and also a report upon the effect which the works now going on will have upon the Niagara Falls. That is an important matter to Canada. It is another evidence of the grasping character of our neighbours, particularly in any matter that pertains to trade. In the speech delivered by the vice-president of the United States at Niagara, when the commission met there, he indicated clearly that they were seeking to control the trade of the inland waters of this continent and that if they only looked to their own interests, they would soon control the whole of that trade. The United States have for years been utilizing the water-powers on their own side of the falls, building up factories of all kinds without uttering a single whimper about any interference with the scenic beauties which present themselves to the thousands of travellers who go there every year. Ontario has latterly been spending a large amount of money in beautifying Victoria Park. Canadian companies are beginning to utilize the electric power created by the construction of certain canals on this side of the river, but the moment they begin to do so we find the statesmen of the United States rise up in their might and begin to denounce any interference with the falls. Then the question comes up in Washington as to who has control of these waters. They ask, have we to treat with the English government and Colonial Secretary or with the government of Canada? That question I believe is now under the consideration of the government. It is claimed that it is not a navigable stream because the falls interfere with navigation. If that be the case then the St. Lawrence is not a navigable stream. Because we have had to construct canals in order to navigate it, and reach the upper lakes. It is just the same with Niagara Falls. The Welland canal was built for the purpose of connecting Lake Ontario with Lake Erie, and to my mind the Niagara river is just as much under the Dominion's control as any other navigable water. At the same time Ontario will look with a good deal of jealousy upon any attempt to interfere with their autonomy in connection with their right to control the waters of the Niagara river, whether such attempt is made by England or by the Dominion government. I com-