

the Georgian Bay canal. Up to the present time there has been no indication of any intention on the part of the Government of complying with these numerous and repeated requests. Not only that, but in newspapers which seem to be deep in the confidence of the Government a statement has been made more than once that it was their intention not to proceed with the work, but to have another commission entrusted with the duty of making an investigation. I do not know whether this investigation is to be made upon an engineering basis or upon any of the other features of the question; but their intention, it was stated, was to have the matter investigated in some way by a commission before any decision was to be taken.

I might observe that we have already had two different commissions to investigate this matter. One goes back as far as the year 1859, under the old Government of Canada, and another took up the question within the last six or seven years under the late Administration. Each of these commissions has reported. These reports are very thorough. The first one was exceedingly thorough, and the second one was no less thorough, and I believe that at the present time we have all the information that we need to come to a conclusion.

Upon the floor of this House more than once the opinion has been expressed by men occupying prominent positions on both sides to the effect that the Georgian Bay canal was necessary to the commercial development of Canada. But there is reason to believe that since the present Administration has been in office representations have been made to them by interests connected with the St. Lawrence system to the effect that all the energy and efforts of the Government and of the country should be applied to the improvement of the St. Lawrence system and that nothing should be spent at all upon the Georgian Bay and Ottawa River system. On the other hand, I am aware, that there are those who believe that a quite different course should be taken—that the Ottawa and Georgian Bay system ought to be developed to the exclusion of any more expenditure upon the St. Lawrence system, that henceforth the Ottawa system alone should receive the attention of the Government and of the country, and that we should not go on with any more works upon the St. Lawrence.

For my part, it is my firm opinion that both of these views are wrong—that we want not only the St. Lawrence system, not

only the Georgian Bay system, but both; that the trade that we have reason to expect to flow from east to west, and still more from west to east, necessitates both the St. Lawrence system and the Ottawa and Georgian Bay system. At the present time we are committed to the improvement of the St. Lawrence system, and already the Government is proceeding with the deepening of the Welland canal to ensure a navigation of at least twenty feet over the mitre sill.

What is to be expected from the deepening of the Welland canal? If I have correctly interpreted some of the speeches I have heard even during the present session, we have been led to believe that the Welland canal would not work satisfactorily for the development of Canadian trade, and that our trade might still be diverted from Canadian to American ports. The matter is one of very serious importance, and I would call the attention of the House to a statement which was made a few days ago by my hon. friend from Edmonton (Mr. Oliver), as to the portion of the trade of western Canada going to Canadian ports and the portion going to American ports. Speaking upon this subject no later than last Thursday, my hon. friend stated:

Of the grain that went forward from Canadian ports at the head of the lakes from August, 1913, to the close of navigation in December, 75,000,000 bushels went by United States ports as against 58,000,000 bushels by Canadian ports.

This means that during the last season, from the month of August to the close of navigation, a quantity of no less than 133,000,000 bushels of the grain of western Canada went from the head of lake Superior, and at a certain point was divided, 75,000,000 bushels going to the United States and 58,000,000 bushels going to Canadian ports. That is a serious state of things to which I invite the earnest attention of the Canadian people. It is not in accordance with the possibilities of our resources. The reason for that condition of affairs is simply this: The grain is shipped in very large vessels, having a draught of more than 20 feet, and when these vessels reach the head of lake Erie, with Buffalo on one side and Port Colborne on the other, they cannot go any further. The Welland canal cannot receive them and they have to be unloaded, and the consequence is that 75,000,000 bushels of grain go through United States ports and only 58,000,000 bushels go through Canadian ports. When this condition of affairs is analyzed, it

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