

these gentlemen may find it advantageous to send their trade by the Canadian route. That trade has no patriotism is a well known axiom, but nevertheless I agree with my hon. friend that if Mr. Webb and his associates are acting for the New York Central, it is not impossible that they may try to arrange a pool by which the New York route may be benefited at the expense of Montreal. However, the Canada Atlantic Railway is only one route and it has no western connections, which is another reason why it would have been unwise for this government to think of purchasing it. The Canada Atlantic is a mere summer road, and of course a local road, without any western connection whatever, whereas the Canadian Pacific Railway is a through Canadian road. I have heard people say that the Canadian Pacific Railway shares are not all held by Canadians. No doubt thousands of these shares are held in France, Germany, Belgium and elsewhere as well as in Canada. But it would be impossible for Mr. Hill and Mr. Morgan and others to buy Canadian Pacific Railway stock to such an extent as to control the road without the Canadian Pacific Railway directors' knowledge. That is out of the question. I was lectured by a Liberal paper, because, a few days ago, in Montreal, I ventured to say that perhaps the day might come when the Canadian government would be placed in the position of having to do what the English government did with the Suez Canal. I hope that day will never come. But speaking for myself I do not hesitate to say that if we ever should discover that Mr. Hill and Mr. Morgan and other American capitalists were taking hold of the Canadian Pacific Railway, our parliament would rise to the occasion and see that sufficient stock was bought by this very government to prevent such a deal. The Canadian nation cannot forget that we have invested both in money and lands \$100,000,000 in the Canadian Pacific Railway. Sir, the Canadian Pacific Railway is so located that it will necessarily always be a Canadian railway. Well, in connection with that French river project, I say that with a very small expenditure of money we could easily, within two years give a navigable channel twenty feet deep from Georgian Bay to Lake Nipissing. The distance is only sixty-one miles and the elevation to overcome is only sixty-two feet. I have a complete plan of the work which it would be necessary to carry out in order to give twenty feet depth of navigation. When you have reached Lake Nipissing, you are only 360 miles from Montreal and 290 miles from Toronto. The Grand Trunk Railway is located on the south side of the lake at Callander, while the Canadian Pacific Railway is on the north side at North Bay. It has been said that, in taking the deep interest I do in that waterway, I am acting for the Canadian Pacific Railway. Sir, I am an upholder of the Canadian Pacific Railway because it is

a Canadian railway under our control, and because it is a great trans-continental railway, fighting for the trans-continental trade, against five or six powerful American corporations. The Canadian Pacific Railway will undoubtedly benefit by the deepening of the French river, but how much more would the Canadian farmers benefit? I say without hesitation that in one year the farmers of the North-west would benefit to the extent of a couple of million dollars by the deepening of that river. The province of Ontario has a very deep interest in this project. We must not forget that Toronto is a great manufacturing centre, and is connected by the Grand Trunk with Lake Nipissing.

Hon. Mr. HAGGART. What is the size of the locks?

The MINISTER OF PUBLIC WORKS. Three locks would do the whole thing.

Hon. Mr. HAGGART. What is the capacity of the boats that will go through them?

The MINISTER OF PUBLIC WORKS. I understand that boats carrying 200,000 bushels of grain could navigate that highway. It is, a very deep river indeed—not a small stream but a powerful stream—100 feet deep and fifty deep, and there are only a few obstacles to overcome. There is no engineering difficulty. Between Montreal and North Bay the distance is 364 miles. Between Buffalo and New York by rail the distance is 445 miles. Or in round numbers we have about 350 miles in favour of the Canadian route.

I am told that this French river scheme would kill our canals. Well, we have this year, according to the figures given yesterday before the Winnipeg Board of Trade, in Manitoba and the North-west 65,000,000 bushels of wheat. We have only about nine or ten weeks during the fall to move our Canadian crop. How many boats would it take to carry 25,000,000 bushels of grain by the French river route. It would take a fleet of about twenty boats with a capacity of about 200,000 bushels each. Suppose that we have this year, as I said, 65,000,000 bushels of wheat, how much more may we expect to see growing in our North-west Territories within the next five or ten years? If our expectations are realized, if our hopes are not deceived, people will settle there in large numbers. If that is so, Sir, we are not going beyond our depth in expressing the hope, the confident hope, that within ten years, we shall have a crop of 200,000,000 bushels of wheat there. As my hon. friend reminds me, Sir Charles Tupper made that prophecy a few years ago. His prophecy has not materialized up to this date. But, this year, we had 100,000,000 bushels of grain, of which 65,000,000 was wheat. I think I am not making a prophecy that will not materialize when I say that it is possible, not only possible, but it is to be expected, that within five or