the governments and engineers of the first period of this century to dig the Carillon and Rideau canals was military defence. The Georgian Bay canal report gives us the following information:

In 1828 McPherson, Crane & Company put the steamer 'Shannon,' Captain Grant, on this route. Meanwhile a great improvement was pending. The American war (1812-14) had emphasized the need of an interior route to Kingston, and in 1827 the imperial government began the construction of the Carillon and the Grenville canals, and also the Rideau canal between Ottawa and Kingston. These were finished in 1833.

In 1806, Mr. Wright, of Hull, was the first person to take down a raft of square timber from Ottawa to Quebec. His idea of running the Long Sault and the Carillon rapids with his raft was looked upon as fool-hardy and madness at the time. But he succeeded and reached the Island of Montreal in 28 days. When he had got as far as the Lake of Two Mountains he found himself in a dilemma. Which of the two coures was he to take? Possibly, warned by the fury of the Sault St. Louis, he decided to take the handier and less boisterous route of the Rivières des Prairies. So that as early as 1806 the navigation of the river with rafts (if I can so call it) was recognized as possible and the route north of the Island of Montreal seemed to guarantee safety and all that could be desired. In 1841 Captain Shepherd started from Ste. Anne and ascended, for the first time, the Carillon canal. The day before he did this he accomplished the feat of steering the steamer 'St. David' from Brockville to Lachine, running the Gallops, Long Sault, Cornwall, Coteau, Les Cedres, the Chutes à Blondeau and the Split Rock rapids, as well as the famous Sault St. Louis, thus showing the possibility of navigating those dangerous rapids which are to-day a favourite route for trade and for tourists. That same year he towed a raft of square timber, with his steamboat, from Carillon to the Rapide L'Allemand, at the end of Ile Bizard. All this forms a connecting link between what I have already said regarding the possibility of navigation in those waters and the idea of a permanent route from the sea to the great lakes. The intention of the military authorities in 1827 was to have the military system of canals run by way of Rivière des Prairies instead of by Ste. Anne.

Keeping in sight the evident purpose of the military engineers of the past and the project of the great canal that looms up on the horizon of the future, I would ask attention, for a few moments, to the 'Back River Line' as this route is called in the report of the surveys in connection with the Georgian Bay canal. And before so doing I wish to recall the opinion of Herbert Quick, author and expert writer on American water-ways, expressed in an interview prior to the Water-ways convention at New Orleans. Mr. Quick said:

Canada has already more commerce through her Soo canal than we have through ours. When she has completed the Georgian Bay ship canal she will destroy American commerce from the lakes to the sea, and the death-knell of our merchant marine on the lakes will have been sounded.

At this stage, and in presence of all that has been written of late on this subject, it is needless for me to dwell upon its importance in every sense and to point out the vital necessity it will become within the very near future, if not immediately. All are agreed on that score, and the only thing we await is the possibility of that work being commenced in earnest. Keeping, then, all this in mind, I return to the urgency and necessity of the government providing a suitable vote of moneys for the operations of dredging and improving the water courses in question. The cost will be proportionately small to the local benefits and the future national importance of the work.

I do not deem it necessary to read for this House the entire portions of the report that deal with the rivers, lakes, streams, watercourses, islands and adjacent lands to which I refer and that comprise the region in favour of which I ask the assistance of a vote. Pages 99, 100 and 101, as well as pages 512 and 513 of that voluminous report contain statistics of a most interesting and convincing character, which, Mr. Speaker, if you will allow me, I will hand over to the reporters. They show exactly what amount of work may be required to make that course perfectly navigable, as well as the time that may be required in completing such works.

BACK RIVER LINE.

St. Lawrence Ship Channel to Prairies Lock.

The line leaves the Montreal-Quebec ship channel near Varennes and proceeds due west through the soft river bed for 8 miles to Prairies lock, opposite the small village of Rivière des Prairies, which is 5 miles higher up than Bout de l'Ile.

Channels are provided to allow of either up or down bound traffic from the ship channel entering Ottawa.

The surface of the St. Lawrence at Bout de l'Ile is elevation 16 at low water, and this surface continues up to the Prairies lock; therefore the channel bottom is elevation 6. The width of the channel is 300 feet, widened at curves. This necessitates the excavation and disposal of four million cubic yards of material, which is generally a soft clay that can be excavated by suction dredges and pumped away through pipes. It can be deposited upon the islands at Bout de l'Ile, and the upper portion of the channel excavation may be disposed of on Macheu island without