

Mackenzie in 1876. He was in favour of it. Before Confederation, the Hon. Mr. Skead of this vicinity and others spoke in favour of it. I think that the Postmaster General must have read the able speeches upon this very subject made by Sir George Etienne Cartier as early as 1864 in the Legislative Assembly of Lower Canada. The speeches made by Sir George E. Cartier are replete with facts. Upon these speeches, with that report, if never another word had been said upon the Georgian Bay Canal project, you would have had material sufficient to warrant going on with the work.

I was glad to hear the right hon. the leader of the Opposition declare himself so emphatically in favour of this work, as this House has heard him upon several other occasions. I hope that it will be our pleasure, before this debate is ended, to hear the right hon. the Prime Minister declare himself in favour of the work. I have never tried to make any political capital out of this question, and I do not intend to do so to-night, because I am too much interested in the work; but the right hon. the Prime Minister has uttered these words:

Our object is to keep Canadian trade in Canadian channels and to continue as much as we can the policy of making that trade run east and west.

Let me deal with this phase of the question before I take up any other consideration. There is only one possible way of keeping our trade in our own channels, East and West, when dealing with water transportation, and that is by improving our waterway system from the great lakes to the ocean ports along the Georgian bay, the French river and the Ottawa river. Deepen the Welland canal and you will not do this. By the deepening of the Welland canal, it will follow that our trade, instead of going from East to West, will go from West to South. The greatest quantity of grain and other traffic coming from the West over the lakes to-day goes to American ports. My hon. friends opposite know this well, and I need not go into the figures, although I have them here. If they refer to the reports of the Department of Trade and Commerce, they will find that millions of tons of goods go by way of American ports from our lakes and an odd million come through Canadian channels. Why is this? Because this traffic finds its way to American ports, which are nearer. If you deepen the Welland canal, this traffic will find its way to American ocean ports, because it is well known that the Americans will immediately improve their system of canals between Oswego and

New York. The reports of all their commissioners upon this question are to that effect. The Americans can compete with any other canal in this country, but they will never be able to compete with the Georgian Bay canal. They want us to deepen the Welland canal; they want to get our grain. They get a great deal of it now, but they want their largest vessels to be able to go direct to New York; and the moment the Welland canal is deepened to such an extent that these vessels can pass through, and perhaps before that, they will begin their work upon the Oswego canal. The trade is going to the south now. I am sorry to see the American markets getting our grain from the West. So far as I am concerned, I am sufficiently interested in my country to desire to see the farmers of the West get the nearest and best market; but as a Canadian I am like the right hon. the Prime Minister, anxious to see our trade as far as possible go East and West and within Canadian channels. If the right hon. the Prime Minister was sincere in that statement, he must of necessity be an advocate of the Georgian Bay canal. He comes from Nova Scotia. He knows full well that it is impossible for Nova Scotia coal to compete with coal coming from the ports of lake Erie. That is admitted on all sides. The moment the Nova Scotia coal reaches Montreal, it cannot go further. Why? It has not the facilities of water transportation; it cannot therefore compete with the coal passing through the Erie canal. I do not pretend to be an authority on the coal question; but all the authorities that I have read agree that the moment this canal is built, you will have the coal of Nova Scotia going direct west. The boats will come east with grain, and they will not go back empty. They will go back loaded with other cargoes, but principally with Nova Scotia coal. If I were to speak as one coming from the Ottawa valley, I would tell you that we have great mines within the Ottawa valley yet to be worked. We have great deposits of iron ore. We have no means of transportation except railway transportation and the ores are too heavy for railway transportation. If we had water transportation we would develop those mines. We have a great pulpwood industry and the construction of the canal would also assist in the development of that industry.

The estimated cost is \$100,000,000 according to the report of the engineers. We might pay that, and perhaps a little more, but we will develop upon that