

Mr. Tarte said :—

“ When that improvement is completed the Canadian Pacific Railway would make their road between North Bay and Montreal as good as the New York Central have made their road between New York and Buffalo. Then instead of seeing our Canadian Grain carried to American Ports, the whole grain of the North-west would be carried to Montreal and Quebec.”

Upon the conclusion of the Parliamentary Session of 1901, Mr. Tarte personally undertook a Canoe trip on the French River from Georgian Bay to Lake Nipissing, and subsequently personally inspected, in company with the Government engineers, the whole of the proposed Canadian Waterway to the St. Lawrence.

Speaking at Arn Prior on August 30th, 1901, and previously at Pembroke, at a Public Dinner given by Mr. Thomas Mackie, M.P., Mr. Tarte said that while he was in favour of a Public Company constructing the Canal yet, in his opinion, the Canal should be owned and operated subject to certain Government restraints.

Mr. Tarte
on
construction
and cost of
French
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section.

He also stated that the French River would be built, and that the other sections would be proceeded with in the very near future.

Mr. Tarte also repeated the remark which he had previously made, namely, that the cost of the French River section would probably be about \$4,000,000. Mr. Tarte also then repeated the warning which he gave in his letter of the 30th January, 1901, to the President of the Board of Trade of Montreal, Mr. Myles, in which he said :—

“ The American Railways are equipping themselves in a most energetic and modern manner, in order that they may be able to carry cheaper and cheaper every day the western trade to the Ports of the United States. I greatly fear that unless we make an earnest effort on behalf of Canada, we will lose much of the benefits and advantages of the improvements that we have made to the St. Lawrence route. In my humble opinion we must not lose one moment.”

Mr. Tarte also said that in the absence of the improvements that he advocated along the French and the Ottawa Rivers, and also the St. Lawrence route, that Canada was in danger of seeing the trade from the Great Lakes diverted to American Ports.

This is exactly what has taken place at Buffalo, and for which, when the Welland Canal works are completed, the City of Oswego is now actively preparing.

It is somewhat difficult to understand why Mr. Tarte, holding these views, did not support the proposals which were then being made to the Government by the Canal Company ; and, indeed, it is more difficult to understand still why, shortly after these declarations, Mr. Tarte endeavoured to render useless and neutralise the power of the British Company to raise the necessary capital for constructing the Canal by inserting into its Charter new clauses varying the conditions upon which the Canadian Government had granted the Concession.

In July, 1901, upon Mr. Tarte's return from his tour in the French River, he was informed of the negotiations then proceeding in London between Mr.