

by United States capitalists it is their concern, but I do not think the people of this country will agree to it. Canadians are loyal to British connection and are desirous of maintaining their rights, and would not under any circumstances allow foreigners to come in here and get control of our lines of transportation. I was pleased to hear my hon. friend from Montreal (Mr. Dandurand) speak in favour of the Georgian Bay canal. It shows that the people of this section of the country are alive to the great importance of that subject. We may talk of the railways, but we can never control the extensive trade of the North-west unless we have a canal similar to the one proposed from the Georgian Bay to Montreal. It is true, it will cost some money, but the benefits will be simply these: You are going to transport your grain at a very much reduced cost. You are going to have the whole region of country between French river and Montreal settled, and in the course of time it is going to be an advantage and every dollar of outlay will be returned five and ten fold. I do not believe there ever was a project of such vast importance to Canada as this Georgian Bay canal. There is no other way of securing the vast trade of the west except by the canal, and the canal will convey your grain from your door to Quebec at a very low rate, to be transhipped in large vessels and a very great deal of time will be saved and insurance lessened and in every way it will be an advantage to the country at large, not merely to one section, not merely to Ottawa and Quebec, but to the country as a whole. Therefore, I think the government might have given this matter some further consideration, particularly because last year, as I believe, they had almost made up their minds to favour the incorporation of a company with a guarantee sufficient to build this work. I was told that that was the case. But now they seem to have changed their course, and there is no knowing where it is going to end, but I do ask the government to take this matter into their serious consideration, and see whether, before the next session of parliament, something can be done in reference to that work—a work unparalleled in its usefulness and general benefit to Canada in a variety of ways. It is going to

Hon. Mr. CLEMON.

affect the waterways in every respect, and it will be such a great benefit that I do not see why the government should hesitate for one moment in considering the matter. The surveys will be made shortly, and I think it will not be long before the project is under way. There were other matters which the government were going to attend to last year. They were going to build a mint, but not a nail has been driven. The geological museum was to be built, but it is not commenced yet. The ground is hardly selected, and therefore I think that while the government is spending so much money, while the revenue is very large, while the country is prosperous, they should do something to carry out these projects." Notwithstanding all this prosperity, the expenditure more than outweighs the revenue. If that is going to continue, I do not know where it will end. The expenditure is increasing from year to year, and I do not know where it will stop. It is true we are prosperous enough, but how long will it continue? These conditions occur periodically, and it is nothing but reasonable to suppose that a change will take place some time. Therefore I think it would be wisdom on their part to undertake the project now. Of course it is perfectly right and fair that they should spend money judiciously where it is required for the public good, but extravagance should not be countenanced in any way. They should spend what is necessary and nothing more. If they do that, I do not believe the people of the country will find fault. With all this prosperity we should expect that some decrease would take place in the national debt, but there is no decrease. It has been suggested that the government should assume control of the railways. That proposition seems to be fair, but with the experience that the government has had with the Intercolonial Railway I question whether the people would agree to such a proposition. It behooves us to look well into the actions of our neighbours on the other side. They want this country, and if they can obtain it by means of money, they will do it, and I have no doubt they are calculating on some course of this kind for the purpose of obtaining control of the country and its resources, and controlling the legislation of