

we generally move grain via the St. Lawrence as far as Prescott up to the 15th or 20th December, thus making over a month's longer navigation via the St. Lawrence.

It is quite evident, to my mind, that the gentleman who wrote this did not know what he was talking about. Ever since I have known of that north country, I have never known Lake Nipissing to freeze up before the 15th of December. According to surveyors who have made careful observations, they have found that the shortest season was 210 days long, or rather longer than the open season at the port of Montreal.

Now, Mr. Speaker, I believe that during times of depression it is necessary and advisable to cut down all unnecessary expenditure. The live business man at such times seeks all means of reducing the expenses of his business, even if he has to make an investment for new machinery or plant in order to effect such reduction. I contend that on the same principle the expenditure necessary for the building of this canal would be fully justified by the building up of Canadian ports, by the saving of millions to our farmers in the northwest, the opening of new trade for our coal mines in the east, by the increase in the value and output of our forests, by the great saving in coal bills and cost of transportation to our mines, and by the facilities offered through the development of power to our manufacturers, and above all by giving us a safe and all-Canadian route to the sea, a route which will exist for all time.

Mr. THOMAS A. LOW (South Renfrew). Mr. Speaker, I have listened with considerable interest to the hon. members who have just spoken, and I am glad the subject which is under discussion is one upon which both sides of the House can agree. I fully realize the value of the speeches already made upon this subject, but I would be unfaithful to the trust my constituents have placed in me, if I did not avail myself of this opportunity to say a few words on behalf of this great national water-way. There was a time when this project was considered one of only local importance to the people of the city of Ottawa and of the Ottawa valley. But opinion has changed a great deal, and now we find gentlemen from Alberta, Saskatchewan and the lower provinces advocating this scheme just as strongly as the people of Ottawa and vicinity. As to the feasibility of this scheme, there can be no possible doubt. For sixty years back engineers acting on behalf of the government have reported from time to time as to its feasibility. In the year 1856, as the previous speaker (Mr. White) has told us, Mr. Walter Shanley was appointed by the then government to make a report upon this water-way. In

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1859 Mr. T. C. Clark was appointed to report upon it and he confirmed Mr. Shanley's report. From time to time the Canadian Pacific railway company have procured reports upon it. In 1879 the Canadian Pacific railway employed Mr. E. P. Bender, a civil engineer, to make a report upon a certain portion, and his report was favourable. Again Mr. A. F. McLeod, on behalf of the government, in 1899, made a further report. In 1899 C. R. Coutlee, acting for the Canadian Pacific railway, was requested to make a report, and reported favourably. Again in 1900 Mr. J. W. Fraser made a complete survey of the French river and Lake Nipissing districts. In 1902 Geo. C. Wisner, consulting engineer for the Montreal, Ottawa and Georgian Bay Canal Company, one of the most eminent engineers in the world, was appointed to make a further survey and report; he did so and made a favourable report. In 1904 a board of engineers consisting of Messrs. Lafleur, St. Laurent, Coutlee and Chapleau were instructed by the government to make a thorough examination and survey of the whole route, and their report has been printed and circulated. So the charge can never be made that this work was proceeded with too hastily. I am sure that every member of this House who would look over that report must be convinced that the Georgian bay canal is feasible in every respect. From time to time public men on both sides of politics, men pre-eminent in the industrial world, have advocated this scheme. For instance, such men as Sir John A. Macdonald, the Hon. Alexander Mackenzie, Sir William Van Horne, James J. Hill and Sir Thomas Shaughnessy. . . Surely the opinions of these gentlemen are worth something upon a subject of this kind. Sir John A. Macdonald, many years ago, in speaking of the Ottawa and Georgian bay route said:

The Ottawa ship canal and the Canadian Pacific Railway must be constructed.

Hon. Alexander Mackenzie also said:

I am perfectly satisfied that the Ottawa valley presents the greatest facilities of any route on this continent for the transportation of the products of the farmers of the Northwest to the Atlantic ocean.

The geographical position of the water-way is also excellent. It will be independent of all international waters, being fed by water well within Canadian territory. As to distance, there can be no doubt of its great advantages. From Fort William to Liverpool by way of the great lakes and Welland canal, the distance is 4,405 miles. The distance to Liverpool by way of the great lakes, Erie canal, Hudson river and New York, is 4,920 miles. The distance to Liverpool by way of the great lakes, Georgian bay and Montreal, is 4,123 miles. It