

goods which have benefited by the reduction of the tariff upon British goods. There is no doubt the people of this country have felt that the taxation under our tariff has gone down to a considerable extent by the preference given to British goods, and by the effect it has had on goods from the United States similar to those imported from the United Kingdom.

There is one remark before I take my seat which I should like to make. It is concerning the transportation question. We have spent a considerable amount of money, some \$80,000,000 up to this date, in improving and deepening our canals from the lakes to Montreal. We have thought that by so doing we would capture our share of trade going from the west. Money has been to a considerable extent expended in deepening the St. Lawrence channel from Montreal to the sea, and I have a sanguine expectation that within two years we will have a 30-foot channel all the way through from Montreal to the sea. But it is apparent that we have not done enough. The idea has been thrown out to the public that we should go one step further and deepen the French river to twenty feet, in order to bring the western trade and the western grain to North Bay, which would thence be carried by the Canadian Pacific Railway to Montreal and the seaboard. I am absolutely in favour of deepening the French river, and using Lake Nipissing and the French river in order to retain our Canadian western trade, and carry it in Canadian bottoms to North Bay, and then tranship it upon the Canadian Pacific Railway to the sea.

I consider that this is but one link—an important link—of a big scheme which has already attracted the attention of this Chamber. I speak of the Georgian Bay canal project. I consider that this country should within as short a time as possible give its full attention to the problem of western trade, and the necessary channels to bring that trade into Canada, and retain it, in order that we should profit by it. We know that the westerners have a future before them. We know that Manitoba and the North-west Territories are progressing at an extraordinary rate. We have no doubt that before ten years the transportation problem, even if we do not wrestle with it now, will present itself and imperatively

Hon. Mr. DANDURAND.

force our attention. It seems to me that we should prepare for the moving of the products of the west, and that there is no greater, no better, and no more radical solution than the building of the Georgian Bay canal, or rather the deepening of the Georgian Bay waterway, inasmuch as it is hardly a canal, and cannot very well be called one. I know that our friends from Ottawa have given very much attention and time to the study of this question, but when I look on the map it seems to me that it is a question which should engage the attention not only of the people of the Capital, because the Ottawa river passes by it, but that it should engage the attention of the whole of Canada. I am convinced that when we have a twenty-foot channel between the lakes and Montreal we will see cities springing up all through the waterway from the Georgian Bay to Montreal, and that even if we capture but one-fourth of the trade that goes through Lake Erie and United States ports we will make such strides as will surprise not only the people of Canada, but outsiders as well. If we captured but one-fourth of the trade which is our legitimate due, Montreal and Quebec would not have to discuss as to which is the national port. I am convinced that there would be such a stimulated trade along the St. Lawrence that the two ports would nearly join. I know that people living in the west are now attracted by this scheme, and I have no hesitation in saying that Montreal realizes to-day that if we want to monopolize our Canadian western trade we must do something towards developing these avenues of trade and facilitate the transportation of the western products, perhaps through the French river to North Bay temporarily, till the whole of the Georgian Bay canal and waterway is constructed, and thereby I am quite sure that Canada's prosperity will continue to develop. With such a national highway opened between the west and the St. Lawrence and the sea board, there would be no danger of lean years for very many years to come. We are to-day among the fat years. We have had for three or four years such a wave of prosperity as we had not seen for fifteen or twenty years before, and if we simply take care to monopolize the carrying of our western produce, I am