

accepted would have proved most advantageous, and would have secured the construction of the Canal upon financial terms which probably will not be possible again for many years.

Mr. Tarte states the policy of the Government in 1901.

12. In the Canadian Parliamentary Session of 1901 no proposals from the Canal Company were before Parliament; but on the 17th and 18th April, 1901, important debates took place in the House of Commons on the subject of Canadian transportation, which dealt in several respects with the Georgian Bay Canal, and were noteworthy not only for the speeches made by the Hon. Mr. Haggart, and also the late Mr. F. D. Monk, Mr. Bickerdike on behalf of the City of Montreal, and Mr. W. C. Edwards, who all strongly urged the immediate building of the Canal; but this discussion was also marked by a very distinct declaration made by Mr. Tarte, then the Minister of Public Works, as to the policy which the Government intended to adopt in connection with the Georgian Bay Canal.

Mr. Tarte said:—

"The Ex-Minister of Railways and Canals, the Hon. Mr. Taggart, has dealt with great authority with the question with what he has called improperly, as many others have done, the Georgian Bay Canal. Permit me to say that this is not a canal at all. It is purely and simply the improvement of a waterway to the French River and the Ottawa River. I am not prepared to say that I would endorse immediately a big scheme of improving the whole of that waterway. It would necessitate a vast expenditure of money.

"I want to ask the Canadian Parliament if it is not time to take into serious consideration the question of the improvements of the French River. Parliament would not I am sure be prepared to vote, as I said a minute ago, \$50,000,000 to \$60,000,000 for the improvement of the route between Quebec and Montreal at present; but I think that when we have sufficient information, Parliament would be ready to take up that project of improving the French River between North Bay and Georgian Bay. I have instructed a party of engineers of the Department of Public Works to make a Survey of the French River between North Bay and the mouth of the river, a distance of 85 miles. I think that with the expenditure of \$3,000,000 in round numbers, a navigable waterway with a depth of 21 feet could be procured. The work could be executed in two or three years. In two years, I believe. Although my engineers are back, and although they have made a careful survey, I would not be ready this year to advise my colleagues on that important question. This is an important question from many standpoints."

Mr. Tarte's estimate proved to be very wide of the mark. When the Government estimates were furnished they came to \$13,000,000.

Mr. Tarte explained the great advantages of attracting the Grain Carrying Steamers to North Bay, from which Port he explained that grain would be carried by the Canadian Pacific Railway, and the Grand Trunk to Montreal and Quebec for ocean shipment.

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