

"neglected, that every possible advantage of that kind should be improved. Nature has provided us with two outlets from the West, one by the St. Lawrence and the other by the Ottawa River. Both of them are needed to carry on the enormous development which must take place in the West."

The Minister for Public Works, the Hon. Robert Rogers, in the course of this debate, referred to the work of the Georgian Bay Canal Company, and stated that the powers of the Company had been extended, the last renewal having been granted in 1912. The attention of the Minister of Works had evidently not been called to the Company's Act of 1913, under which the Company's statutory powers were extended to the 1st May, 1916. The powers did not expire as Mr. Rogers supposed on May 1st, 1915.

The Minister of Public Works, in the course of his speech, said "that Parliament gave to a Company of reputable citizens the widest possible powers, powers which should have enabled them to undertake the construction of this work, if they could have succeeded in establishing that it was feasible from a commercial point of view." "But," said Mr. Rogers, "this Company, having met with disappointment from time to time in this regard, the Government in the year 1904 appointed their Commission to survey the proposed route." The reason, or one of the main reasons, why Sir W. Laurier appointed his Commission in 1904 was that there was a wide discrepancy in the Estimates between the Company's Engineers and the Government. For example, while Mr. Tarte was assuring the Government and the House of Commons that the French River Section could be constructed for \$3,000,000, the Government Engineers estimated the cost at \$8,500,000 and the Company's Engineers at \$16,500,000. The figures estimated by the Government Commission of 1904 for the French River Section were \$13,000,000. The figure named by Mr. Rogers in the debate of May, 1913, was \$15,000,000.

It has already been stated in the course of this memorandum that the promoters of the Canal Company never expected to build the Georgian Bay Canal without either a guarantee or a subsidy on the cost of the Canal. This was clearly understood with the Government from the outset.

It may be asserted without contradiction that no body of men could have been found anywhere, either in Canada, Great Britain or the United States, who would have undertaken the responsibility of constructing this great work without Government aid, leaving at the same time the control of the rates in the hands of the Government. It is evident that with such a power in their hands the Government would have been in a position at any time to have ruined the Canal by reducing the rates to a non-paying standard. This, indeed, was recognised from the very outset—not only by the promoters, but by the Canadian Government themselves. No great public work in Canada has ever been constructed without public aid.

Mr. Rogers, in the course of his speech, said:—

"In view of the fact that in 1912 we extended the Charter of the Georgian Bay Canal Company, which Company had year after year been promising this Parliament that they would be able to carry out the work and that this Charter stands