

the government and should have been alluded to in the speech. I am in a position to state to-day that there is a company organized under the Act passed some time ago, prepared to build that canal and spend some fifteen millions in its construction.

Hon. Mr. SCOTT—Hear, hear.

Hon. Mr. CLEMON—And to have it complete and in running order in 3½ to 4 years for six years before they ask this country one dollar. At that time they expect a subsidy for twenty years, and I am informed on good authority that the imperial government will supplement the aid to the extent of one-half of the amount of the federal subsidy. I believe that every Governor General we have had including the present representative of Her Majesty, has been convinced of the desirability of having this canal constructed. All doubt has been removed as to the practicability and necessity of the undertaking, and the contractors who are willing to do this work are the celebrated firm known as Pearson & Co., men who have prosecuted the largest works in the world. They are prepared to undertake this work. They were concerned in the Back Hall tunnel under the Thames and the Halifax naval dock in Nova Scotia, and are now constructing a canal in Mexico, one of the largest in the world. Mr. Benjamin Baker, one of the most celebrated engineers in the world, is to be the engineer associated with Mr. T. C. Clarke, who, as hon. gentlemen know, was one of the parties who surveyed this canal some forty or fifty years ago. Therefore, it is quite apparent that this matter is a live one, and there is every prospect of the canal being constructed provided the government see their way to give the subsidy that I have mentioned, I hope they will do so and I intend to ask the House in a few days to name a committee in order that the whole of the facts may be brought before the notice of the people of this country, and by their decision we must abide. I believe they will find that it will be of advantage to all the people of the country. I am told that a bushel of wheat can be transported from Lake Huron to Quebec or Montreal by this route for less than one cent per bushel which ought to be sufficient inducement for any government to take this matter in hand. There can be no two opinions upon that subject. There is no doubt the people of England recognize this

fact, and they are willing to subscribe and pay their money in order to have the advantage of cheap transportation. Every cent and every half cent that you can take off the cost of delivering a bushel of wheat in England reduces the cost to the consumers in that country.

Hon. Mr. SCOTT—And adds to the value of the farms in the North-west.

Hon. Mr. CLEMON—Yes, that is self evident; but I want the people of this country to know thoroughly that they have a decided advantage in having the canal opened at as early a date as possible. We are now in a state of transition. We are spending a vast amount of money in deepening and enlarging our waterways and canals, with which policy I do not find fault. The St. Lawrence canals have served a purpose in the past, but are quite unequal to meet the necessities of the day. I am informed that of all the grain raised in this country only a small percentage found its way through the natural channels on Canadian territory and the great bulk went through the United States. We can get eminent scientists and engineering men to certify to these facts, and I do not believe they will be controverted. It is the universal opinion that there is no route in the known world which has the same advantages that this canal possesses for the purpose of performing this great work. Some gentlemen connected with railways—there are very few I am glad to say—object to a canal. They say railways are bound to do away with the necessity of canals. That argument is disposed of when I tell you that a barge containing 85,000 bushels of grain can be easily transported by this canal, and it would take more than 180 cars to perform the same work. More than that, I believe the country is developing so much, and the increase in the quantities of grain to be transported is so great that there will be work and employment for all the canals and railways we can build, and they will not interfere with the railways. The Canadian Pacific Railway Company are in accord with this route, and doing all they can to promote it, and are endeavouring to convince the people of England that it is to their interest, as much as the interest of the people of this country, to have this new route in our own territory. I am an advocate of building highways for commerce in our own territory. I want