

thirty-five thousand horse-power can be developed, and that the cost will not be by any means so great as the minister seems to think.

Mr. MURPHY: How much would it be?

Mr. MOWAT: I do not know, because prices have changed very much in the last few months. I am impressed with the fact that those earnest men up there do not seem to have glossed over any of the difficulties, but appear to have presented the facts in a very candid manner. It is not a local project altogether, because in Toronto there is a great deal of interest taken in it, and also in the other cities and towns of Ontario. I know wholesale merchants in Toronto who have built up a very profitable business with the people of New Ontario in the district which will be served by this canal. For years they have made a great deal of money, a great many goods have been purchased from the wholesale merchants of Toronto, and it is natural that the Board of Trade of Toronto should look with approval and sympathy upon this great scheme, but the only comfort we can get to-day apparently is that it is a matter for future consideration.

I have a resolution passed only a few days ago by the Associated Boards of Ontario, representing 53 towns and cities, including Toronto, and they reaffirm the opinion which they gave in 1912 that this is very important to the province. They say:

That the Ontario Associated Boards of Trade reaffirm the resolution passed unanimously by them at the meeting held in Toronto on the 23rd day of February, 1912, with reference to the improvement of the French River connecting Lake Nipissing with the Great Lakes, and in view of the fact that development in Northern Ontario is being held back because of a scarcity of Hydro Electric power, we request the Dominion Government to proceed at once with the work and to place such a sum in the estimates for 1919 as will permit of completion under their plans of one of the units on that river.

It is very unlikely that those fifty-three Boards of Trade would have come to a unanimous decision if there was any feeling that they were not justified in passing this resolution. So far as Toronto goes, of course I suppose the power scheme is more important, but whatever helps the country generally I have always understood the merchants of Toronto will be willing to endorse, whether or not trade should happen to come to them. Of course, it may be said that if this canal is completed, and big grain ships from Port Arthur and Fort

William come through to North Bay, that transshipment will take place there and go by Montreal and other places, and that that will not be to the benefit of Toronto; but that is not a matter that bothers the people of Toronto so long as the general trade of the country is being built up, because whatever benefits the country at large will benefit the large centres. Therefore, I am glad to make these few remarks in support of a project in which I have complete confidence, although I have said less than I intended to say in view of the statement made by the hon. minister.

Mr. FRANCIS H. KEEFER (Port Arthur and Kenora): The hon. Minister of Public Works, Mr. Speaker, invited discussion on the motion and said that he had not definitely closed his ears to the other side of the problem, and as coming from that district and being somewhat familiar with it, may I be allowed to intervene in the debate. It is a problem. He has referred to it as being a Georgian Bay project. I am not going to deal with that phase of it at all. In the first place this and the St. Lawrence river are two power propositions looked at as a whole that should be controlled entirely by the Government because of the aftermath therefrom. They are in the long run both canal routes, but will have to be looked at from a different viewpoint. The St. Lawrence river is primarily a navigation question, and secondarily there is the power that will flow from that development. We must never think of the St. Lawrence river in any other way than as the main artery to the sea from the interior of Canada, and we must develop it first from the standpoint of navigation, and second for the by-product—viz, any power we can get. The Georgian Bay canal problem, however, is quite different in my view. It will be practically a sub-aqueous canal, the beds of large rivers here and there will have to be dredged out, and so forth. It should go on as the power possibilities require it and, then after all the power development along the valley of the Ottawa river is secured, it will naturally turn itself into a canal route.

Now, the hon. member for Nipissing is asking that the French river, a part of the Georgian Bay route should be primarily a power problem for the opening up of that country, and in that view I think he is proceeding along the right lines. When this proposed scheme is completed ships will no longer stop at Georgian Bay, and therefore the question should be looked at not only in