

The government should bring down a broad comprehensive plan at the earliest possible moment and concentrate their efforts at some point on Georgian bay, whether Midland or Victoria harbour, and thus assist the railways of this country. When the railways are doing their part, the government should do its share in building up a system of communication between the east and the west which will increase the carrying trade of the country. We should not content ourselves with only carrying the grain of our own country, but we should also make a bid for that which is within our grasp, the American trade from the ports on the upper great lakes.

Mr. R. R. HALL (West Peterborough). I must say that I am somewhat disappointed in the speech we have just heard, particularly as regards that part of the province of Ontario which is known as Midland district, extending from Georgian bay down to Lake Ontario and Belleville and Kingston. I was particularly interested in the statement of the Transportation Commission which will be found on page 22, of its report:

Your commission are of the opinion that the Canadian routes hereinbefore mentioned, viz.:

1. Via Midland, including the Grand Trunk Railway (double tracked as Mr. Hays purposes), the Trent Valley waterway, and in all probability the Canadian Pacific Railway;
2. Via Depot Harbour, including the Canada Atlantic and Intercolonial Railway;
3. The all-water route, via either the proposed French and Ottawa rivers canal system, or the enlarged Welland canal;

Should be taken and considered as the main Canadian routes by which the products of the west will reach ocean navigation.

It is clearly pointed out by the commission that there are three routes whereby the export trade of Canada may be carried to the coast, namely, via Midland, via Depot Harbour, and the all-water route, either by way of the enlarged Welland canal or the proposed French and Ottawa canal system. I might further point out that on page 19, of the same report, we find the following:

The port of Midland should also serve as the port for the Trent Valley waterway on which the government of Canada has already expended between five and six million dollars, thus having made its construction a settled policy, and your commission would recommend that this waterway be pressed to an early completion and that it be by way of the Severn at the Georgian bay end, and the Trent on the Bay of Quinté, so that its terminals will be in protected waters whereby greater safety will be given to the somewhat smaller boats and barges which will have to be used on this route.

I expected that my hon. friend from East Simcoe (Mr. Bennett), who should be vitally interested in the Trent canal waterway, would at all events, have made some remarks regarding the importance of that route as

being a means of affording water competition from Midland to Montreal. I may say that a great deal of misapprehension exists concerning the Trent waterway. In different places it has been asserted that it is nothing more than a ditch, that it is not a canal. But on the other hand, I wish to affirm that it is a connection of waterways. That same misapprehension existed in the mind of no less informed a gentleman than the hon. the leader of the opposition down as late as the year 1904, when he came to Peterborough to address a political meeting during the last election. That hon. gentleman on October 4, 1904, spoke in Peterborough as follows:

I have been impressed although I do not understand the question as fully perhaps as those to whom it has always been familiar. I have been impressed with the arguments urged upon me by Mr. Kendry and other gentlemen of this city since I have reached here to-day, and I say to you with regard to this great waterway, it is not a canal it is a development of a waterway.

Evidently the leader of the opposition did not know, when he came to Peterborough so late as 1904, whether this Trent waterway was a ditch or a canal. He only learnt then that it was a waterway. But I can quite well understand the hon. gentleman's lack of knowledge when I find a gentleman like my hon. friend from East Simcoe (Mr. Bennett) speaking in this House for upwards of an hour on the transportation question without referring to the importance of the Trent water route as a means of affording cheap transportation.

Mr. BENNETT. That is a foregone conclusion, and I thought it unnecessary to say a word in favour of the Trent Valley canal. I only spoke of the outlet of it. The canal is a foregone conclusion. We must have it. Everybody knows that.

Mr. HALL. If it is a foregone conclusion how is it that the leader of the opposition down to 1904 did not know whether it was a ditch or a canal or a waterway. I would like to know what the hon. member for East Simcoe (Mr. Bennett) the hon. member for Victoria and Haliburton (Mr. Hughes) and the hon. member for East Northumberland (Mr. Cochrane) have been doing when we find the leader of their own party showing such a lack of knowledge with respect to the Trent canal.

Mr. BENNETT. He had not listened to your speech.

Mr. HALL. Not to take up the time of the House, but simply to impress upon it the importance of the Trent canal waterway system, I would quote from the report of the deputy minister of Railways and Canals, to show what really does constitute that system. He says: