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1908

CANADIAN CLUB

OF

FORT WILLIAM



ANNUAL 1908



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TIMES-JOURNAL PRESS
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DR. M. B. DEAN



Historical Sketch

ALMOST as many places vie with one another for the honor of being the first to evolve the idea of the Canadian Club as contended of old for the distinction of being the birth-place of Homer. But, among all the claimants the City of Hamilton seems to have the first place, the idea of the Canadian Club as it now exists having taken bodily shape under the aegis of Charles R. McCullough. The idea, however, having once taken root, grew with astonishing rapidity until today hardly a city or a large town of importance in the Dominion is without its branch of this institution.

For some time prior to November, 1907, tentative steps had been taken by one citizen or another of Fort William to initiate a Canadian Club, but the credit of bringing the matter to a head and taking the first active steps which led to the organization belongs to Sheldon M. Fisher, at that time Secretary of the Industrial Bureau of the city. He sent out the first notices which called a public meeting for November 29th, in the Council Chamber of the City Hall. There were present at that meeting the following gentlemen: Wm. Phillips, E. R. Wayland, J. T. Horne, S. C. Young, S. M. Fisher, Dr. Chisholm, A. W. Frodsham, E. E. Wood, G. H. Williamson, J. F. Robertson, Dr. H. E. Paul, M. H. Braden, G. A. Coslett, Wm. McEdward, H. C. Houston, Dr. C. C. McCullough, Dr. M. B. Dean, C. W. Jarvis, W. J. Hamilton, R. H. Neeland, G. R. Duncan, A. Calhoun, J. E. Swinburne, J. H. Perry, Geo. Grant, A. A. Wilson, M. W. Bridgman, A. Giguere, E. Duharnais, F. W. Young, John Morton, F. E. Gibbs, Dr. R. J. Manion, E. A. Morton, J. G. Taylor, W. H. Laverty, W. A. Armstrong, James Murphy and J. Dyke.

Mr. Dyke took the chair and after the object of the meeting had been explained a committee was appointed consisting of H. C. Houston, S. M. Fisher, J. R. Lumby, S. C. Young, Dr. C. C. McCullough, and G. H. Williamson, to draft bylaws and constitution and submit the draft to a full meeting a week later.

A nominating committee was also appointed to recommend permanent officers for the Club, this committee being made up of C. W. Jarvis, J. T. Horne and J. E. Swinburne.

R. L. Richardson, editor of the Winnipeg Tribune, then addressed the meeting, taking as his theme the grand destiny of Canada, and the responsibility that rests upon the individual of promoting good citizenship. Among the signs of the awakening of the people to the duties that devolve upon them as Canadians, the Canadian Club movement was most impressive, showing that the present generation was determined to carry on the good work inaugurated by the Fathers of Confederation.

A vote of thanks was tendered to Mr. Richardson for his able and impressive address.

On December 3rd the committee met to consider the proposed constitution and bylaws and after careful study of several sets from other cities agreed upon those which would be most suitable to the conditions of this city, the whole being submitted to a full meeting on December 6th and adopted unanimously.

By this time the membership had risen to seventy-five, most of whom were in attendance when the nominating committee brought down its report, upon the adoption of which the following were elected officers for the ensuing year:

President—Dr. M. B. Dean.

First Vice-President—R. E. Larmour.

Second Vice-President—Dr. C. C. McCullough.

Secretary—H. C. Houston.

Treasurer—R. H. Neeland.

Literary Secretary—J. R. Lumby.

Executive Committee—Joshua Dyke, Geo. A. Graham, Dr. R. J. Manion, W. J. Hamilton, G. H. Williamson, A. A. Vickers, Dr. J. D. Chisholm, F. E. Trautman, A. A. Wilson.

The President-elect then assumed the chair vacated by Mr. Dyke and closed the meeting with a brief address on the aims and ideals of a Canadian Club.

Such was the process of development from which the present Canadian Club of Fort William has grown to a membership of one hundred and seventy-five, the en-

thusiasm that marked its first steps having never waned for a moment during the year.

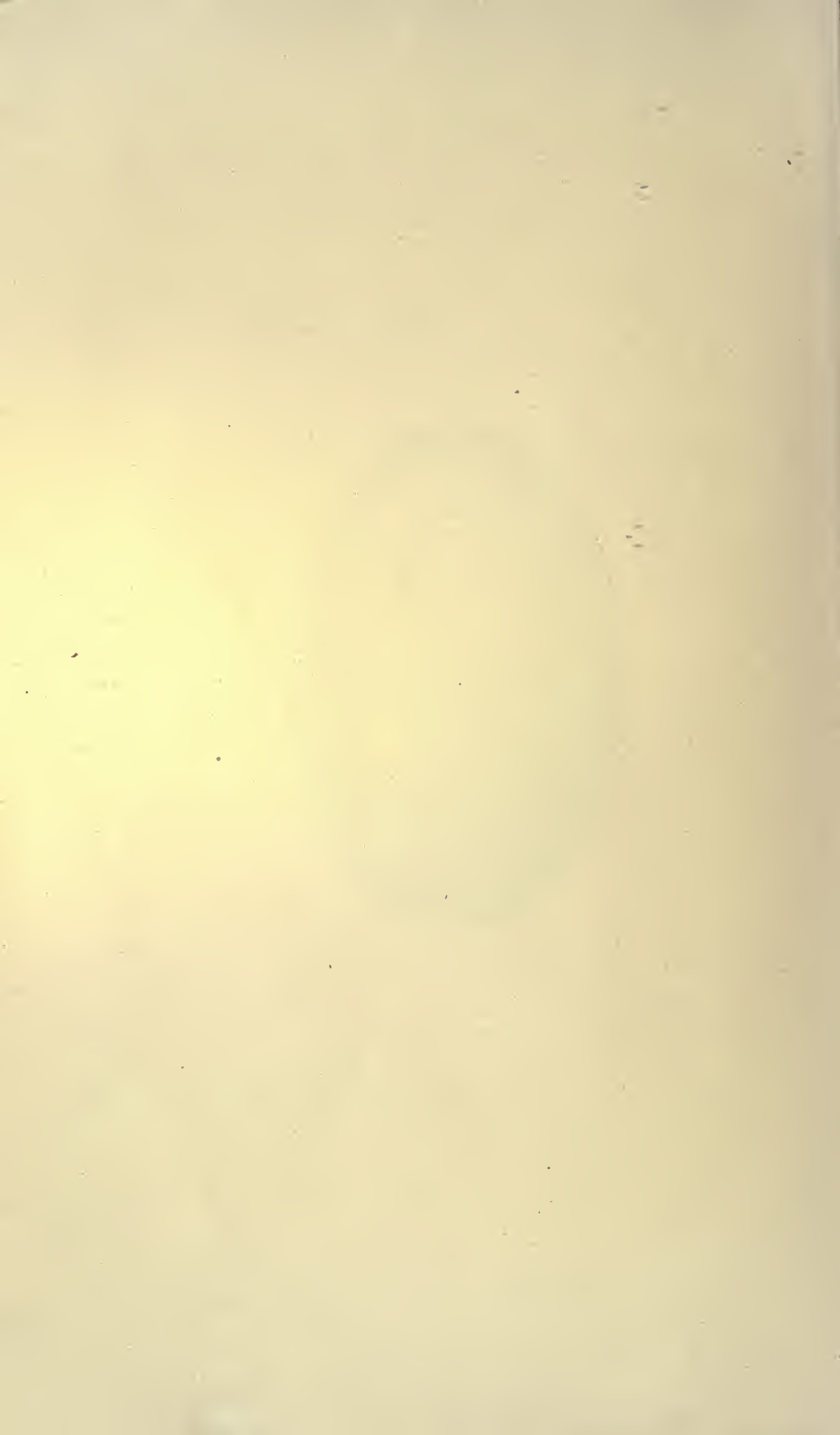
Since its inauguration the Canadian Club has held six luncheons, at each of which they have entertained a guest from among the most distinguished in his particular branch of activity in the Dominion of Canada. The list of speakers and their subjects is as follows:

- I. "PLATO'S WATCH DOG." January 13th, 1908.
MAURICE HUTTON, M. A., LL. D.
Principal of University College, Toronto.
- II. "HISTORICAL LANDMARKS IN CANADA."
February 10th, 1908.
GEORGE BRYCE, D. D., LL. D.
Professor of History, Manitoba College,
Winnipeg, Man.
- III. "THE GEORGIAN BAY CANAL." March 30th, 1908.
PASCAL POIRIER, Member of the Senate of
Canada, Chevalier of the Legion of
Honour, Shediac, N. B.
- IV. "PUBLIC OPINION, THE CANADIAN CLUB, AND
DEMOCRACY." August 31st, 1908.
J. A. MACDONALD, M. A.
Editor-in-chief, "The Globe."
Toronto, Ont.
- V. "THE WATERWAYS OF CANADA." September
2nd, 1908. MAJOR G. W. STEPHENS.
Chairman of the Montreal Harbor Commission,
Montreal, Que.
- VI. "THE HERITAGE OF THUNDER BAY." Novem-
ber 5th, 1908. F. W. THOMPSON.
Vice-President and General Manager, The
Ogilvie Flour Mills Co., Montreal, Que.





MAURICE HUTTON, M. A., LL. D.



Plato's Watch Dog

MAURICE HUTTON, M. A., LL.D.
*Principal of University College
Toronto, Ont.*

In a very charming book, by a charming writer, "The Future in America," by Mr. H. G. Wells, I find the author auguring well for America on account of the attention given to Political Science in its Universities; well for America on account of the Greek letters, which he also found inscribed upon the blackboards of the same Universities, and this is a bold augury. I have been reading such letters, chiefly in Plato, for a third of a century and more, and I have been reading Mr. H. G. Wells for a third of that time and I thought I was reading in *pari materia* till I came across that augury; I had fancied Plato a forerunner of Mr. Wells and Mr. Wells a later Plato; I had supposed that Mr. Wells would welcome the study of Plato as leading directly to that scientific, socialistic Utopia to which he devotes all his ability and his magnetism and his charm of style. He is strangely ungrateful to Plato. However, it is of the H. G. Wells of Athens, not of England, that I am speaking now.

Plato's mission—says Emerson—is to raise first all the problems which are still interesting thoughtful men. Among these are the problem of incompatible virtues, of virtue casting out virtue, or of Satan also being divided against Satan. Plato is at once confronted with this problem when he starts out to find an ideal state—the first requisite for any state or family or individual, as I understand him, is that "virtue," which was "Virtue" with a capital "V" to the ancient world—self-reliance, aggressiveness, manliness, the power of government and organization, the Imperial or Roman spirit, as it has been called since his time. Sparta (says Aristotle) would never have lost her Empire, if she had retained her virtue, that military spirit; that which is such a large part, according to Plato and Aristotle, of perfection. A modern humanitarian Christian would retort that she would never have

gained that empire, had she been more "virtuous." So profoundly has the annotation of the word "Virtue" altered.

But if Plato does not put our "virtue" first, he puts it second; for he continues his argument with the proposition that the second requisite for any state or family or individual is the opposite of the first, and is the virtue of gentleness and sweet temper, of patience and amiability, of loyalty and consideration, or more broadly—for Plato characteristically overlooks even deep distinctions, and lumps together qualities moral and qualities intellectual, which we or Aristotle would have distinguished—the virtue of thought, intelligence, philosophy. Without this second or opposite virtue Plato sees no salvation for the state or the individual; Christianity, therefore, broadly speaking, is only less necessary than Paganism; it comes in not to destroy but to fulfil the old dispensation; and Christian Virtue—self-restraint pitifulness, mercy, sweet reasonableness, is only less necessary, if it be really less necessary, than Pagan (or Roman) virtue. Each alike, continues Plato, is necessary; but how are they compatible; and if incompatible, what becomes of the ideal state? Or rather, what becomes of the chances of any state or any individual prosperity except for a moment? One will be submerged because it has waxed fat and kicked; and another because it meekly yields its individuality and its will and its ways at the bidding of the first aggressor.

And so the ideal state begins to vanish and with it also the smaller hopes of some sort of progress, or at least some fair stability in state. And Plato is becoming despondent, when his eye falls on a familiar and homely figure, the common or garden watch dog. Why, surely out of the bark of sucking puppies nature has perfected praise! For has not even this poor creature the two virtues imagined to be incompatible? Is he not full of all gentle virtues, of all patience, of all trust and loyalty? Is he not true to all old memories with his master? Nay, is he not friendly to all the faces that are familiar to him, even though their owners never petted or patted him? While conversely he is full of all virtuous vice, (or of all Pagan Virtue) of all aggressiveness to the stranger and the wayfarer, even though these strangers be from God and these wayfarers be angels un-awares? Obviously, then, the dog is a natural philosopher; all his virtue is based on knowledge (as ideal virtue is) all his vice is based on ignorance; which is, as Plato avers, the root of all vice. Here, then, even in the kennel,

is discovered the paragon, who seemed undiscoverable and yet who must be discovered, if man is not to despair. And why should man despair, when his poor servant has succeeded! If a dog is a philosopher, cannot philosophers be dogs? Antisthenes and his friends, indeed, had already earned this proud title.

All this is very characteristic fooling on Plato's part. It is his habit to protest with scholarly seriousness and with that playfulness which is seriousness' twin sister. Who shall say where his seriousness ends and his playfulness begins? Did he know this himself? Does any philosophic humorist know this about himself?

But my point is today not to try and plumb the depths of Plato's seriousness or of his humor but to set up a rival to that same watchdog for the possession of the two (or three) incompatible virtues—the moral virtue of self-reliance, the moral virtue of self-sacrifice and loyalty, the intellectual virtue of sound thinking.

Let us call up the ghost of Plato and invite him to judge the claims of our other state, not of dogs, which may seem to rival his watch dog and point more hopefully to the realization by man of the platonic Callipolis.

He shall reason with us, if he will speak to us, not with the voice of a ghost (which is also the ghost of a voice) and is as abhorrent, says Homer, as the squeaking of bats (or in our days, as the phonograph, which is very bat-like, and testifies that Homer was never deaf at least, but measured accurately the ghostliness of voice and the voice of ghostliness) if he will speak to us, not through any portentous modern mis-invention, but quite simply and colloquially:—

"Plato," we shall begin, "there is in the Isle of Atlantis, a people who ought to combine these opposite virtues. In the first place, all great civilizations arise from the blending of races (your own civilization has been ascribed to the union of the aggressive Danaus with the reflective Mycenaean, and of the reflective but still vigorous Mycenaean with the yet more dreamy, brooding, sensitive spirit of Asia (whence the civilizations of Greece proper and of Ionia) and this race in the Isle of Atlantis comes from a land conspicuous for its blend of race, for the blend of the Anglo-Saxon (himself a blend of Roman, Saxon, Dane and British) with the Huguenot and the Celt. So blended, the resulting type, the British type, has been conspicuous for the possession of those virtues which you place first, for

the gift of organization and administration, for self-reliance and mastery. It has reproduced the Roman type which overthrew Greece and ruled the ancient world.

“But it has done more than that: on Atlantis it has mixed more, and this time with the race which stands foremost in the world for all that your Greece was to the Empire of Rome, for literature, language, logic, science and art, for everything that was greatest in the Roman Empire, except the Roman spirit itself—it has mixed itself with the French race. If the British element in this Atlantean blend can provide the first virtue, the French element can provide the second and the third, and soothe us with their fine fancy, can touch us with their lighter thought, can supply the keen intelligence and the more feminine grace, and the more unselfish and considerate spirit.

“Or if there be still dearth of this, Plato, look at another element in this part of Atlantis. One section of this people came up from the south when their neighbors, now called Americans, quarrelled with the British, their mother country, as your Greeks always quarrelled with their mother cities. These refused to quarrel with their mother country, rightly; they thought of their duty no less than of their rights; they thought of ancient memories; they were loyal to old ties; they refused to break with all their past for an old man’s obstinacy and a few pounds of tea; and they sacrificed their homes and came north in recognition of that second virtue of yours—patience, loyalty and considerateness; yes, and they must have had their measure, too, of the first virtue or they could never have hewed them homes and hope in the northern wildernesses, where the timber wolf howled after its prey and sought its meat from God.

“And so these Atlanteans have the three virtues, Plato—the self-reliance, the forbearance, and the intellect—the self-reliance of the British, the fidelity of the United Empire Loyalists, and the genius of the Frenchmen. What do you think?

“I think,” retorts Plato, “that it may be all right with the second and third virtues. I am doubtful of the first. I have seen no men upon earth who combined the three, certainly my own Athenians did not. They had neither the faculty of administration, organization or government, nor the loyalty that clings to old ties. They were both anarchical and fickle. They had nothing but intelligence, and too much of it. I found these

virtues combined when I was upon earth, only in what you are pleased to call the lower animals, viz., in well-bred dogs. Probably a poor dog is still superior to a one-sided man. And besides, there is another reason for my doubts: as I understand you are still sure of acting with the virtue of the Colonies—fidelity, patience, loyalty. But you cannot have everything, you cannot have the passive and feminine virtues of the Colonies and the masculine and aggressive virtues of an independent state, you cannot be the Americans of whom you speak, who resented British dictation, and also retain the virtue of the United Empire Loyalists who have submitted thereto. A colony and an independent state have antithetic virtues.”

“Plato,” we reply, much Elysium has made you pessimistic. We have heard all about this antithesis and we do not believe it. Our mission is to show the world that, whatever has been in the past, the antithesis is no longer valid. We have the secondary virtues already, as you are ready to admit, and we cannot, if we would, escape the primary also. For many reasons, which can be reduced to one, all the forces which make the American type are moulding us also, unconsciously, and even against our will.

“First and foremost these same Americans, who resisted the Mother Country, and broke loose from her, are about us and around us, meeting us on every side, influencing us in a thousand ways; indeed they antagonize and Americanize us equally.

“In the second place, we have the same climate as theirs, only keener and more bracing, and philosophers have told us in your time that a keen climate, if it does not produce the earliest civilization, produces the most enduring.

“We have the same influx of all the enterprising spirits of Europe, only less of the neglected and unbalanced southern peoples, and more of the sturdy northern races, and a good number of Americans and of our own Americanized native-born citizens, for a time lost to us, and now returning across the line.

“We have the same simple conditions of life, only more so; the conditions which make a man a jack-of-all-trades, a handy, useful man.

“We have the same lack of wealth, ease and culture. Those conditions which produce the highest triumphs of

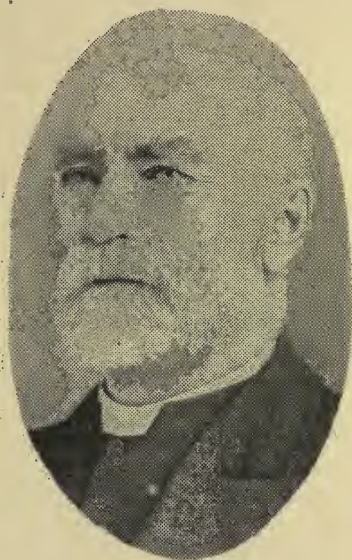
art and science also enervate men and make civilizations conspicuously weak and helpless, no less than artistic and cultivated.

“We have the same sweep of countless acres and virgin resources as the Americans once had; and the same hopes, therefore, as boundless as our acres; with the same self-confidence as indestructible as our resources.

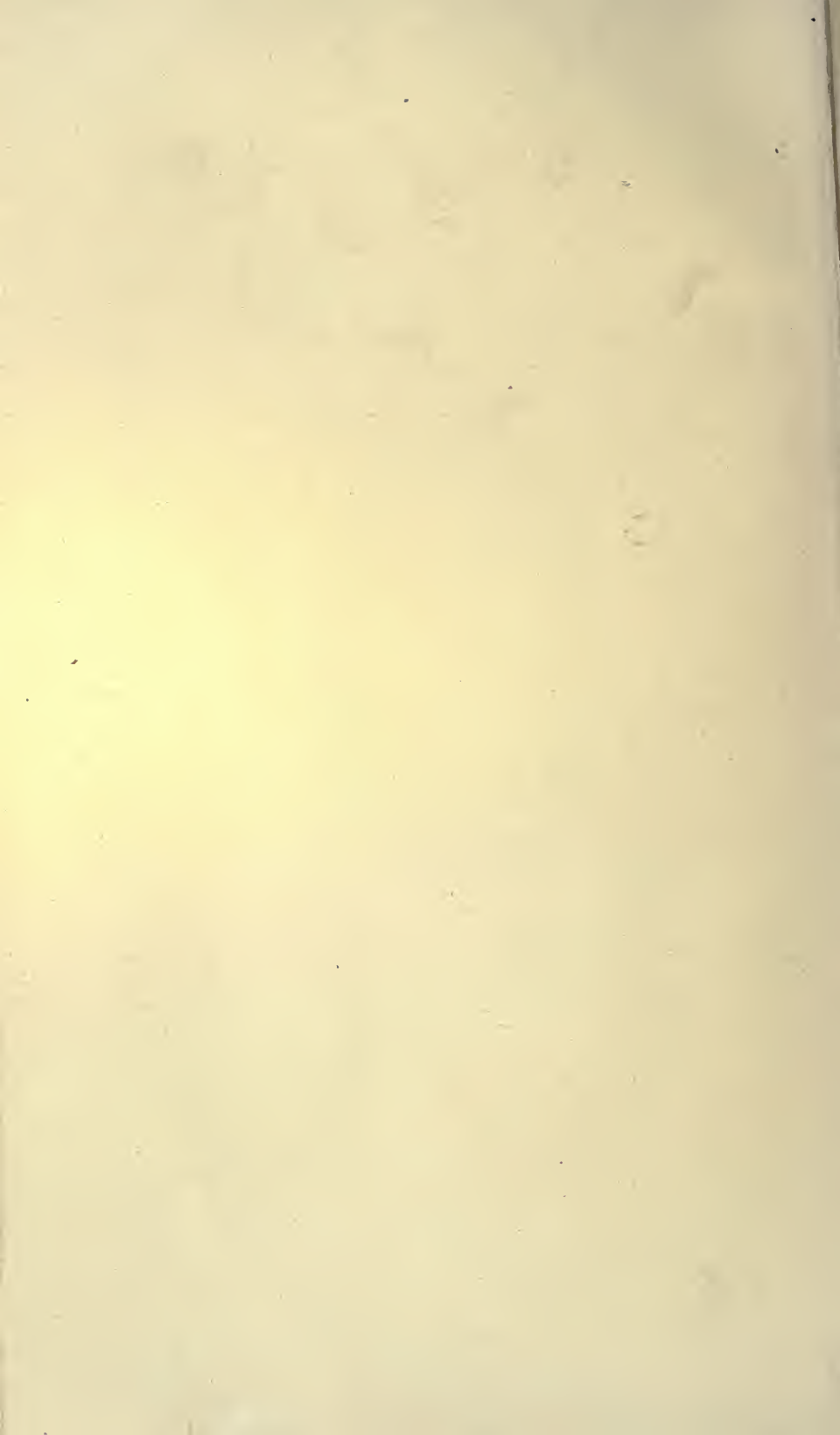
“And, in short, we have all the same conditions which made the Americans great, only not the unhappy quarrel with the Mother Country, which gave a twist to their civilization at its start, and has left the trail of rebellion, demagogism, arrogance and ignorance ever since across their politics: which hampered their hero Washington from the first with unscrupulous colleagues, and which led them then and ever since to mistake sharp practice for statesmanship, in their dealing with the Motherland, in the maps they provide or withhold in boundary treaties and in the ‘Jurists of repute’ whom they appoint to represent them, men bearing grudge to those whom they have wronged.

“From the same conditions, we expect the same results from our general state; from our American climate, our American neighbors and our American citizens the primary virtues; from our British immigrants and United Empire Loyalists the virtue of patience and loyalty and fidelity; from our French partners, if we do our duty by them and really unite with them and add the fleur-de-lis of France, which has now no other home upon the wide earth, to the flag of Great Britain and Ireland, and to the Maple Leaf, all that Greece gave to Rome—language, literature, logic and art is ours, courtesy, good manners and the power of attracting alien races (as the Briton does not), independence, and the might and freedom from custom and convention, under which the Roman and the Englishman have often fallen, in short, all the genius and imagination which reached their highest power only in Greeks and Frenchmen, which renewed the world once at the Renaissance by the re-discovery of Greek literature (a literature whose geographical speculations prompted in some measure the discovery of Atlantis) and again two hundred years later by the spirit of the French Revolution.

“And now, Plato, I have exhausted myself and you, and is there not here in Atlantis material sufficient for your wished-for virtues? Is not this Canada of ours a dog, yea, and more than a dog, that she also should be able to do this great thing?”



GEORGE BRYCE, D. D., LL. D.



Historical Landmarks in Canada

GEORGE BRYCE, D. D., LL.D.

*Professor of History, Manitoba College
Winnipeg, Man.*

While all admit that character may outlive memorial tablets and although old Horace declared that in his fame he had erected a monument more enduring than brass, yet human nature delights in mementos and loves to look at the statues of its heroes and to see the lofty obelisk, the triumphal arch or the pyramid, which commemorates some great achievement or some cardinal victory.

The more costly the monument the more self-sacrifice does it represent and the more does its magnificence impress us.

The pioneer erects no monument for he has no past. It is only when time has gone and some wealth has accumulated that monuments are possible.

Canada is but now coming to herself. She is not yet held a century old as a united people, and she is but realizing herself to be a nation, but the feeling of nationality is calling for the expression in objective form of the achievements of the fathers and the heroic deeds of the pioneers.

Accordingly, we are having formed in Canada the "Historical Landmarks Association," a society that bids fair to be a strong and influential agency in marking the fact that we are bringing our individual provinces and our different elements of population into one type of people called Canadian.

This does not mean that we are to blot out the wealth of sentiment that attaches to the storied and splendid ancestral heritage we possess, whether it be centuries of achievement in the life of glorious Britain, or "La Belle France" or of intellectual and sturdy Germany, but rather that these are tinged and colored by the rays of a brilliant sunrise of sentiment in a North American unity—the Dominion of Canada.

No doubt the Association will do an important work for our country. In following the lines of patriotic sentiment in our history, it will seize on what is valuable in forts, noted buildings and mementos of our great dead and preserve them as may be possible from decay.

To some of us the prehistoric features of a country are interesting. The Mound Builders and their remains and the Indian tribes claim our attention but these are matters of pure science; they constitute the material for the museum and the library. There is no sentiment in connection with them.

When we come to memorials of great achievements, of careers spent in privation for the betterment of humanity, and of lives laid down for the safety of the nation then the glow of domestic or patriotic or religious sentiment gathers around them.

The lines of this sentiment in Canadian life may be said to play around some six or eight periods of experience.

(1) The French Occupation of Canada. It was my pleasant experience, along with my colleagues of the Royal Society to take part in a commemoration of the Tercentenary of the beginning of our Canadian life, of the landing of DeMonts and Champlain in 1604. We unveiled the monument on Dochet Island in the St. Croix River on the boundary between New Brunswick and Maine where the first winter was spent by the French, and we had the pleasure of having with us our American cousins, who were equally interested with us in the event. In old Port Royal in Nova Scotia monuments of the history were found in the old fort. In St. John, N. B., a pageant worthy of the event representing the landing of the first French settlers was carried out with great display. A few years ago a monument, to Champlain of the same period, was unveiled with much ceremony in Quebec. A monument to Maisonneuve, the founder of Montreal, standing in front of Notre Dame Cathedral reminds us of the same colonization period and is known to all who visit Montreal. A million and a half of our French Canadian countrymen with their gallantry and courage and their picturesque history are well represented to us by our authors Kirby, Gilbert Parker, Abbe Casgrain, Sir James Lemoine, and Sulte.

(2) The British Conquest. The glory that gathers around Wolfe, perishing in the arms of Victory at Quebec,

and the death of his great opponent Montcalm, makes up one of the most impressive pictures of the great Seven Years War. We reserve this in the meantime.

(3) The most glorious period in Canadian history is that of the American Revolution, the defence of Quebec and the patriot settlement of different parts of Canada by the United Empire Loyalists.

All visitors passing Quebec will have recalled to them the splendid defence of the Ancient Capital by General Guy Carleton in 1775, on the placard upon the great rock pointing out the place Montgomery, the American General, fell.

The settlement of the thousands of the truest and best of the old colonials in the Revolutionary States interests us. The intensity of patriotism, their notable self-denial, and their splendid courage in facing the hardships of making homes in the unbroken forests raise the United Empire Loyalists of the then Maritime Provinces of portions of Lower Canada and especially of Upper Canada to the same picturesque plane as the Jacobites of British History. If my memory serves me aright the monument to the five thousand United Empire Loyalists who landed at St. John, N. B., is to be seen in that loyal city, and a pretty monument in the city of Brantford to Joseph Brant, the leader of the Six Nation Indians, who was a United Empire Loyalist of the truest type, was unveiled a few years ago. That Kingston, Brockville, and old Niagara, in Ontario, have not erected worthy monuments to them is much to be regretted. We may hope that the wave of monument erection may lead them to commemorate these Fathers of Upper Canada.

(4) When you come to the West a more eventful and monumental history meets us. The splendid achievement of the great Hudson's Bay Company and its partner the North-West Company of Montreal, in two full centuries from 1670 to 1870, is to some extent preserved to us today by the ruins of the Prince of Wales Fort, at Fort Churchill, soon to be a part of Manitoba; by old York Factory still standing; Lower Fort Garry standing in dignity on high limestone banks of Red River, and the gate of Fort Garry, Winnipeg, a sad reminder of the fort as we Old Timers knew it; Carleton House, the ruins of Fort Colville, lost to us by diplomacy, now in Washington State, the statue of Sir James Douglas in front of the Parliament Buildings in Victoria, B. C., and our little Seven Oaks

Monument to the north of the city of Winnipeg, all speak to us of the power and prestige of the Great Fur Company.

Sir Roderick Cameron, of New York, used to write to me about the propriety of erecting a statue in Winnipeg of Sir George Simpson, the great governor of the Hudson's Bay Company. Had Sir Roderick not died so suddenly, we should probably have seen this suggestion carried out by him.

May we not hope that the wave of sentiment may lead to at least a statue of the good and generous Lord Selkirk being erected in our little Fort Garry Park.

(5) The war of 1812 was the first thing that began to fix a definite character upon Canadian life. It was a wanton and unjust war brought upon us by the United States. The sense of its injustice did much to nerve our Fathers, few and scattered though they were, to a magnificent and in most cases successful struggle for their homes and liberties.

The Niagara frontier was the scene of our most desperate fight and the names Queenston Heights, Lundy's Lane and Beaver Dams are bright in our roll of fame. Brock's Monument stands as our towering memorial of the first, the Niagara Falls South cemetery with its monument to Laura Secord is a reminder of the second, and there ought to be more worthy memorials of Stony Creek and Beaver Dams.

As to Confederation Monuments, they are of events, though the first began a short time before Confederation, such as the Fenian Raid of 1866, the North-West Rebellion of 1885, and the Boer War of 1899-1900. These have largely added to the monuments of Canada. Almost every city and large town of Canada have monuments like that at Winnipeg's City Hall or in St. John's, of our brave volunteers who fell in 1866, 1885, or 1899-1900, on the Saskatchewan, or the Niagara River, or on the South African veldt. As a volunteer of the Fenian Raid and as one having had some part in encouraging the valor of those students of Manitoba College, who went to the Saskatchewan and South Africa, though with sad feelings for the loss of the brave, yet I rejoice in their strong valor and patriotism.. These events have done much to make us a nation.

In conclusion, let me return to that period now almost 150 years ago known as the British Conquest of Canada.

Every circumstance connected with it redounds to the credit of the two great countries, Great Britain and France, which we claim as our Fatherlands. There is nothing out of glory on both sides. It is of prime importance as a young nationality that we should unify these two elements. I suppose the people of French descent represent one-quarter of the people of Canada. The other three-quarters, though of many different origins—English, Irish, Scotch, German and so on—represent the English speaking people of Canada, but we are one for all that. We are all British now.

France was early over-run by the Norse, our English relatives, and Normandy which over-ran England shows who these Frenchmen were. In the time of Edward the Third and the Black Prince, England and France were virtually equals in the fight. In the Seven Years War the contest was almost continually a drawn battle. When Britain gained the advantage the tyranny of Bigot and his cormorants led to the grateful acceptance by French Canada of British rule.

Over two graves, those of Wolfe and Montcalm, the marriage of France and England took place. The monument of Wolfe on the Plains of Abraham, the memorial "Aux Braves" on the St. Foye Road, each stands for a victory of one rival and the other, while the joint monument of Wolfe and Montcalm symbolizes the union of race to race.

What nobler, more picturesque, or more unique act of greatness can be performed than to join in the patriotic work of the "Historic Landmarks Association," with our brilliant, tactful and popular statesman, Governor-General Earl Grey at its head, and the President of the Winnipeg Canadian Club, Mr. William Whyte, high up in its annals?

The acquisition of the Plains of Abraham as a National Park may well receive our support.





PASCAL POIRIER



The Georgian Bay Canal

PASCAL POIRIER

*Member of the Senate of Canada, Chevalier
of the Legion of Honour*

Shediac, N. B.

This Canada of ours, composed, as it is, of nine different provinces, some of them as large as the mightiest kingdoms of Old Europe, and as far apart as America is from remote Asia, is one today in national sentiment and brotherly good-will. I intensely realize it, who, hailing from distant Acadia, unknown and obscure, differing from the great majority of you in origin, in language, and possibly in religion, have the honor to be the guest of the Canadian Club of Fort William, and to address the citizens of a city which enjoys the reputation of being one of the most progressive of, shall I say Western or Eastern Canada?

"The Georgian Bay Canal," so called, is the subject of my story. I do not know what you and other men think of this scheme, but "for my single self,"—Shakespeare will not carry me further—I look upon it as I do upon that diamond which the Transvaal parliament has some few months ago, offered as a present to King Edward—a gem of incomparable intrinsic value, the most precious, perhaps, in the whole world, but shapeless yet, and needing to be cut, if to be worn, if to be one of the Crown Jewels.

The Ottawa and French Rivers, with their connecting lakes and portages, need to be canalized and made continuous between the Georgian Bay and the St. Lawrence, and navigable by the large lake ships—"lakers," as they are called—if it is to pass from the state of a primitive trail, which it is today, into a waterway unsurpassed in potentialities by any other. This diamond, unless it is cut, will remain a mass of shapeless crystal.

Nature—let us more truly say, Providence—has marked the route, and excavated the whole trench, leaving but some 28 miles for Canadians to dig, and the remaining distance for them to trim, as it were, in order to convert it into a perfect waterway. This diamond will need but

very little cutting; in fact, its facets are nearly perfect—only a few of them require the touch of the expert.

There was a time when the Great Lakes connected with the ocean by way of the French River, Lake Nipissing, the Mattawa and the Ottawa Rivers, as well as by the St. Lawrence via Niagara.

Nothing prevents this connection being renewed, but a few terraces that need to be cut through; a few cascades which require to be regularized—a simple matter of pickaxe, shovel, dynamite, and less than \$100,000,000.

Let us for a moment glance at this, our immeasurable Canadian and American West. Nature never intended it to be entirely isolated. From its four great territorial basins or plateaux, as large, put together, as the whole of Europe, it has provided natural outlets, one by way of the Missouri and Mississippi to the Gulf of Mexico; one towards the north and north-west through the Mackenzie and Yukon Rivers; a third one tapping the great Saskatchewan Valley and draining into the Hudson Bay, and the fourth, the most important, because it takes in a chaplet of lakes unequalled in size and importance in the whole world, discharging into the Atlantic Ocean through two parallel waterways—one the St. Lawrence, to the south, in full operation; the other, more to the north, the French and Ottawa river waterway.

The St. Lawrence constitutes a stupendous outlet; it is one of the mightiest self-moving roads known to and utilized by men; but, not unlike some monopolists, it is tortuous and devious; the tenor of its way is uneven; at Niagara it makes a leap and takes a plunge 158 feet down; from Dundee to Port Huron, or, I might better say, to Sault Ste. Marie, it flirts dangerously, outrageously, in fact, with our fair neighbor to the south, playing with and partly disappearing into the fringe of her starry skirts.

Our Ottawa and French River highway is of much more commendable morality—it stays at home; it runs on Canadian soil from Georgian Bay to Montreal, and thence to the Atlantic; no instinct of fickleness or flirtation with it, or if it does flirt, it is not with foreign heirs. It loves Canada the best.

Strangely enough, when Champlain, the founder of Quebec city, whose tercentenary we are about to celebrate this summer, with much pageant and eclat was on his

way, seeking a passage to the great Orient, he tarried at Hochelaga, now Montreal, undecided as to which of the two routes to take, the St. Lawrence or the Ottawa. The Indians pointed to the Ottawa. The Ottawa course he took and followed up to the Georgian Bay, along which the canal is to be constructed. The Indians knew the way.

Let us begin by taking a look at the map. Fort William and the Straits of Dover, England, are pretty much on the same parallel of latitude. By way of the proposed canal, the whole distance between the two points can be travelled in almost a straight geographical line. From Sault Ste. Marie to Quebec the course of the canal does not go outside of the 45th and 46th parallels. A straight road, the shortest possible consequently, something like the Mars Canals.

When Solomon, in Ecclesiastes, uttered his famous "nil novi sub sole" he, no doubt, took in the Georgian Bay canal. The idea is by no means a new one. If we only had the records, we could probably show that it is a project as old as that of the Panama Canal, which was suggested to the King and Queen of Spain during the lifetime of Columbus, and even as old as that of Suez, which De Lesseps simply renewed from the one said to have been constructed by Sesostris between the Mediterranean and the Red Sea, some fourteen centuries before the Christian era.

We cannot go back so far for want of records; but we can show that as late as 1837 a survey to determine the navigability of the Ottawa and French River waterway was ordered by the legislature of Upper Canada; and that 19 years later, in 1856, under the union of the two Canadas, Walter Shanly made a second and thorough survey of the whole route, with a view to connecting the St. Lawrence with Lake Huron by means of a ten-foot canal.

Manitoba and the North-west were not parts of Canada at that time. No one could dream in 1856 that the deserts of the West would become the granary of the world, so that a ten-foot waterway was deemed sufficient for all commercial requirements.

Walter Shanly had, however, met with an engineering difficulty of a very serious nature, in his eyes next to unsolvable. Other engineers after him also made surveys of the way and also pointed to the same obstacle—the difficulty of getting at the highest point of the route, at the

divide, situated a few miles east of North Bay, a volume of water sufficient to feed the locks.

Some ten years ago the Senate of Canada, that venerable body at which so many politicians today think it smart to throw a shaft, appointed a commission of eighteen of its youthful and sprightly members thoroughly to look into the project of canalizing this waterway, and more particularly to examine its commercial and economical potentialities.

They made a careful study, examined railway men and experts, and reported favorably. From that time the project took a practical turn. Then it was that Hon. Mr. Tarte, too soon thanked for his services as Minister of Public Works, took the matter in hand, and ordered new surveys to be made, in view of building a canal capable of accommodating, not mere barges, but the largest boats that now ply on the lakes, boats of twenty feet draught, requiring twenty-two feet of water to navigate freely. The preliminary work was entrusted to J. W. Fraser, in 1900; to George Wisener, in 1902; and to some other engineers of world-wide reputation.

Tarte struck the right note. The Georgian Bay canal must be sufficiently deep to enable the largest lake ships to carry their full cargo to the ocean; and I will boldly say, if 22 feet will not do it, let it be 24 feet, even if the additional two feet should add 25 per cent. to the entire cost. The canal needed must be equal to the future requirements of a vast empire, vaster than has been. A ten or fourteen-foot canal would, under the circumstances, be a sheer waste of money. Let us here make a digression.

Our canals over the St. Lawrence route, including the Welland, which, as you know, connects Lake Erie with Lake Ontario, are canals of fourteen feet draught. They have not succeeded in diverting from the railways the trade they were intended to take away. They do not carry the western crop to the seaboard, or do carry just a portion of it. They have in no considerable way affected navigation and trade on the lakes. No fleet of vessels drawing fourteen feet has been built in response to them. Rather the other way. The craft for fourteen feet draught are fast disappearing from the lakes. They prove rather unremunerative when engaged in carrying freight to Toronto or Montreal. Besides, they are unsafe for traversing the large expanse of your inland oceans. The delays, costs and inconveniences of bulk breaking and tranship-

ment, when the goods are destined to European or American ports, are the principal drawbacks.

There are others. They no longer meet the requirements of trade from an economical point of view. Transportation through them from Fort William is but a little cheaper than by rail, and much slower.

The same may be said of the Erie Canal, connecting Buffalo and New York. This is a nine-foot canal. It today hardly answers its object, although it has contributed more than any other single artery of trade towards making New York City the commercial metropolis of America. In the early days of its construction, it carried most of the freight from Lake Erie to New York; today, owing to the competition of improved railways, with more powerful engines and larger cars, it carries only about one-tenth of it. When our Georgian Bay canal is built, it will be outclassed; in fact, it will be counted out in the race for European markets.

Let us now return to our Georgian Bay proposition.

In pursuance of the policy outlined by Mr. Tarte, the Dominion Government of 1904 set itself earnestly to the task of surveying once more, and most thoroughly, the whole route from Montreal to the mouth of French River, making profiles and getting all the data necessary from an engineering point of view, to form an exact idea of the feasibility of the project and its cost.

The work was entrusted to Mr. St. Laurent, assistant chief engineer of the Department of Public Works, at Ottawa. This gentleman, assisted by other engineers, has just completed the survey of the whole route, with plans and profiles.

He has found a workable solution to the problem of conveying the necessary volume of water to the highest lock, and this is by utilizing a vast watershed, south of the projected canal, and making it flow into Lakes Talon, Turtle and Trout.

The total length of the canal from the mouth of the French River to Montreal will be 440 miles. Twenty-seven locks will have to be constructed, covering a distance of 28 miles. There will be 57 miles of improved channel, requiring some dredging. The rest of the way will be open navigation, permitting ships to steam away at full speed.

Unlike the St. Lawrence, which has but one inclination—which flows but in one direction, easterly, from the lakes

to the ocean—the Georgian Bay waterway will have two inclinations, one east and one west from its summit—the one to the east being along the Mattawa and Ottawa Rivers; the one to the west, following the Nipissing and French River depressions.

The level of Georgian Bay is 578 feet above the ocean. The rise from the mouth of the French River to the summit near North Bay will be: 70 feet, to Lake Nipissing, and 29 feet from Lake Nipissing to the summit, altogether 99 feet. It is proposed to raise the level of Lake Nipissing a few feet.

From this summit to Montreal there is a descent of 646 feet. The first lock at the eastern extremity will be located in front of the City of Montreal, near the Great Victoria Bridge, thence proceeding along the Ottawa River. New locks will have to be built at different places. At Ottawa the locks will be on the Hull side of the river. The elevation of Ottawa above Montreal is 122 feet. The Ottawa River will be followed up to its junction with the Mattawa River, a distance from the Federal Capital of 195 miles, with a rise of 360 feet, thence along the Mattawa River to the summit. From the summit it will slope down to Georgian Bay, crossing Lake Nipissing and following French River to its mouth.

The total cost for completing a 22-foot canal, with locks 650 feet long and 65 feet wide, and capable of accommodating the largest ships that now ply on the lakes, ships 600 feet long with 60 feet beam, is estimated at about \$90,000,000.

This \$90,000,000 constitutes the crux of the question. The construction of a canal, of a bridge, of a railway, not unlike the winning of an election, sometimes, is a matter of dollars. The word "impossible," which Napoleon wanted struck out of the French vocabulary, is not understood today by engineers. The real engineering obstacle is money.

Will Canada be justified in sinking \$90,000,000 in the Georgian Bay Ditch? Commercially and economically, will this be a good investment? That is the question. Sentiment has no voice here. This is a business proposition.

Let us draw a prospectus. A promoter of Cobalt Mines would, of course, do it much better than I can; however, I will, with your permission, try to draw one myself according to the good old method.

The annual interest or charge at three and one-half per cent. on \$90,000,000 will be \$3,150,000. To this must be added the wear and tear, repairs, running and incidental expenses—say three-quarter of a million, making pretty nearly four million dollars annually. Will the canal yield annually four million dollars of profit? To find this out, we have first to determine whether it is going to be a private undertaking or a government work. Shall it be of free navigation, or will tolls be levied? It will be of free navigation just as our St. Lawrence system of canals—free, at least, to Canadian bottoms.

We cannot with any decent sense of propriety make one system of canals free and its parallel brother encumbered. That would be unfair and unjust, and we Canadians are not that way built. But if navigation over our canal is free, whence the revenue, whence the annual four millions to cover interest and expenses? Here is where your prospectus becomes luminous.

As a committee of one entrusted to prepare that prospectus and report, I have the honor to submit as follows :

The first cash revenues to be derived from the construction of our canal, will come out of the water powers which it will create along its course, wherever a lock and a dam are built, and also from impounding the tributaries of the Ottawa River.

It is estimated that within two miles of the city of Montreal there will be 100,000 horse power available for commercial, industrial and other purposes. Engineers put the total amount of energy to be developed by the waterway at a minimum of one million horse power, more probably between one and two millions.

All of this 'white coal, as they call it in France, is susceptible of being readily turned into yellow gold or variegated bank notes, part of it immediately, and the remainder in the near future.

Electric power is today brought from Shawinigan Falls to Montreal, a distance of 80 miles, and the Montreal Light, Heat and Power Company cheerfully pay \$15 per horse power for the same.

Electric power is in the same manner supplied to Toronto and other cities of Ontario from the Niagara Falls.

At \$15 per horse power 100,000 horse power means a yearly revenue of \$1,500,000 or over two per cent of the

interest and running expenses. The supplying of electric energy to private corporations would not be a novel affair for the Government—it is already farming, or about to farm out, the water powers of the Lachine and Beauharnois Canals. The remaining, say one million horse power, will eventually find purchasers, and sooner than may be expected. There will be industries ready to take it up for lumbering, pulp making, manufacturing, smelting ore and traction, all along its course.

Electricity would today supplant steam on railroads, if it could be got as readily and more cheaply than coal. It takes seven tons of coal to generate one horse power per year. These seven tons of coal, when converted into power, represent about \$30 per one horse power.

Would not the Canadian Pacific Railway electrify the sections of its roads which, from Montreal, run parallel lines with our waterway, if they could purchase their electricity for \$5, even at \$10, per horse power?

It will necessarily cost some additional millions, after harnessing the streams, to have the electric product ready for the market.

Let us put the entire cost of the enterprise at \$100,000,000, and say that the interest and management will be \$4,000,000 annually. This entire \$4,000,000 will eventually be covered by the revenue levied from the sale of electricity.

It took nearly twenty years for the stock of the C. P. R. to strike the mark above par, but it got there all right, and even on one occasion kicked the beam at the 200 point. So would the Georgian Bay canal stock very soon go up, if it were a private concern. If it is a government undertaking, the country instead of a company will reap the benefit.

Now for indirect revenues. These also are real profits, real benefits, which go towards making a country rich and prosperous, often more effectually than direct revenues.

“Charity begins at home,” says a proverb invented by an egotist—I will begin at home.

We, from the Maritime Provinces, (for brevity and euphony we are called the “Blue Noses”) have enormous quantities of bituminous coal to export. None of that coal goes farther west than Montreal, where navigation closes upon us.

From Ottawa to Fort William, both inclusive, all the coal that is used, and consumed, and it amounts to about 5,000,000 tons annually, is bought in the United States, and imported into Ontario, a duty of 53 cents being paid on each short ton, so imported. Why is that, when for steam, gas and coke, our Canadian coal is just as good and economical as the American soft coal? Simply because of the difference of cost of transportation. It is simply a question of rates.

Give us the advantage of cheap rates so that we may compete with your Pennsylvania article and we will, profitably to both you and us, and the country, supply half at least of the 5,000,000 tons you require. We cannot, of course, sell you the anthracite, which we have not got.

For comparison, we will take Cleveland, as the shipping port for American coal. From the mines in Pennsylvania to Cleveland, a distance of 140 miles, the railroad rate is 78 cents per ton. From Cleveland, by water, to Lake Erie, Lake Huron, and Georgian Bay ports, the charges are 35 cents per ton. To Lake Superior ports from 40 to 45 cents, making altogether an average freight of \$1.18 per ton, for the entire haul. It is absolutely impossible for us in the east, today, to compete against these rates; the railway charges are prohibitive.

But give us as good navigation, for boats of equal size, as you have to Cleveland, and we will not only compete successfully against American coal on the Ontario markets, as far west as Fort William and Port Arthur, but we will eventually wrest the supremacy from our Southern competitors.

A few comparative figures will demonstrate this proposition.

We have seen that the distance by rail from Pennsylvania to Cleveland is 140 miles, and by water from Cleveland to Fort William, the longest haul, is 800 miles, with freight rates on coal of 78 cents for the rail haul, and say 40 cents for the lake carriage.

Now, the distance from Fort William to Sydney, Cape Breton, is 1700 miles, and to Pictou, Nova Scotia, about 1550 miles, or twice that to Cleveland.

Give us good navigation for boats of equal size from Sydney and Pictou to Fort William, as from Cleveland to Fort William and Port Arthur, and applying the same rate, per ton, according to the number of miles, you will

find that Sydney and Pictou coal can be landed at your door, the whole 1700 miles, for 85 cents per ton, and possibly a little cheaper.

Coal is carried today in barges from Pittsburg to New Orleans, a distance of 1970 miles, farther, therefore, than from Fort William to Sydney, for 71 cents per ton, notwithstanding that the Mississippi is pretty low, at certain places, and that no six to twelve thousand tons can be loaded on even one of their best barges, as will be on our large lake freighters.

This 85 cents per ton will constitute the whole cost, from Sydney to the farthest Canadian landing place; not so with the 40 cents per ton for coal shipped via Cleveland. To the water rate of 35 to 45 cents per ton must be added the rail rate to Pennsylvania, 78 cents more per ton, making it \$1.18 for the entire haul, or 33 cents per ton more than for Nova Scotia coal. To this \$1.18 for freight must be added the duty of 53 cents per short ton, or 60 cents per imperial ton, which we have to pay on imported coal. This will give a clear advantage of 86 cents per ton to the Canadian article landed at your door.

Therefore, out of the five millions of tons which Ontario, today, imports from the United States, we can supply all the soft coal, that is, at least three million tons. These three million tons of coal represent, annually, between three and four million dollars for purchase money, which is paid in Pittsburg; and as much again for transportation.

The money paid for the coal and for the hauling of it will all remain in Canada, when the Georgian Bay waterway is in operation.

There will also be for our people a further saving of nearly two million dollars in duty. What is saved on duty is not put into Canadian pockets, but is made to remain there, which is pretty much the same.

These three or four million, we pay today, for purchasing three million tons of coal in Pennsylvania and three or four millions for conveying it to the Canadian works, is clearly money lost to Canada—money exported abroad.

Let us save every cent of it, and it will be so much added to our national wealth. This money saved will go to the credit of the canal, and will alone pay, though indirectly, its annual charges.

For commercial ends, this is not all; there are the return cargoes to be taken into consideration. We have in Sydney, a smelter, about equal in capacity to that of Sault Ste. Marie; and also steel and iron works. We need some of your magnetic and other iron ores to unite with our red hematite. These ores you have in illimitable quantities along the course of our new waterway. There will be a market open to them; in exchange for our coal we will take your iron; navigation will be benefitted by the exchange, and rates will be reduced as well on your iron as on our coal.

Besides iron there are the cereals. If the coal boats can take cargoes of wheat on their way to the Maritime Provinces—of this I am not very sure—then we would certainly take large quantities of wheat at your elevators, and carry them down to grist mills that will be constructed in New Brunswick, in Nova Scotia, and in Prince Edward Island, just as they are being constructed in the old country, to manufacture what flour, and bran and middlings, we require for our own local consumption.

Let us now give some attention to the western most section of our great country, to the far West, which I have heard people totally devoid of form and good taste irreverently call "the wild and woolly West." This will lead us to the important question of the transportation of prairie wheat to the shores of the Atlantic.

This transportation of the Western crops to the East is, in fact, the principal object, the prime justification of the Georgian Bay canal.

In order better to comprehend the importance of our subject, we will again plunge neck deep into figures, however dry, and to most people, uninteresting, figures may be.

In 1900—I go back to 1900, because it has been predicted by Sir Wilfrid Laurier that the 20th century will be Canada's century—in 1900 we had, in round figures, 2,000,000 acres under wheat, in the prairie provinces, and half as much again growing other cereals, or a total of a little better than 3,000,000 acres.

In 1906 the total average under cultivation for wheat and other grains was about 7,500,000 acres, yielding 100,000,000 bushels of wheat and about as much oats, barley, peas, etc. Both the average and the yield had more than doubled in six years. At the rate immigration is pouring in, we may assume that these last figures will have doubled

again in six more years, and that in 1912 there will be 15,000,000 acres under cultivation in the Northwest and a total yield of 400,000,000 bushels of all grain. I am conservative in my figures.

Of these 200,000,000 bushels of wheat and 200,000,000 bushels of other grain, there will be seventy per cent. for export.

What shall we do with all that wheat and other grain? Unless put on the market and sold, there is no money in wheat; rather the other way; it costs money to keep and insure it.

Now, our railways, taking the Canadian Pacific, the Grand Trunk Pacific, and the Canadian Northern will fall very far short of being able to handle it all.

In 1906 all that our railways and canals combined could do, was to carry 25,000,000 bushels to Montreal, equal to a small percentage of the whole output. But for the Erie Canal, and the American lake fleet, our prairie crops could not be today removed.

There would be today, were we left entirely to our own means of transportation, an accumulation of grain, in Winnipeg and the Northwest, such as to paralyze utterly immigration and farming in those regions.

There is now in Winnipeg a large portion of last year's crop waiting for shipment.

What shall we do, six years hence, with double the amount of grain for shipment, and only two or three times the railway capacity we have today?

We will be at the mercy of our cousins to the south; the bulk of our Western products will be in their hands.

Now, what would you say, Mr. President and Gentlemen, if we were to turn the tables on them, and, instead of shipping our exports by means of their canals and boats, ship it through our own channels; nay, take the bulk of theirs away from them and play a real Yankee trick on them?

That we can do, and rather easily, by building our Georgian Bay Canal, and it can be shown conclusively thus:

Our Manitoba and Western grain is carried, today, to the Eastern markets and the Atlantic ports, by four different channels from Winnipeg, the present universal hop-

per—First, by an all-rail haul, without break of bulk, to Montreal, St. John, New Brunswick, or Halifax; second, by rail to Fort William, thence by water to Depot Harbour, and by rail again to Montreal; third, by rail to Fort William, thence by boats down to Montreal, by way of the St. Lawrence; fourth, by rail to Fort William, by lake boats to Buffalo, and by American canal boats to New York, twice breaking bulk.

The two shortest of these routes are the Canadian Pacific and the one by the way of Depot Harbour; the two longest are via the St. Lawrence and the Erie Canals.

Although much the longest, these two latter routes carry the bulk of our Western grain to the Atlantic seaports. The Erie Canal, a nine-foot affair, connecting Buffalo and New York, takes by far the largest portion. This last assertion may sound strange but it is nevertheless a fact.

There was shipped from Fort William and Port Arthur, in 1906, altogether 70,000,000 bushels of grain, 44,376,343 of which was wheat. Less than 25,000,000 bushels of grain, including the exportations from Ontario, were handled in Montreal, that same year. Much over one-half of this 70,000,000 bushels must have gone down by the Erie Canal.

Is this to be tolerated much longer, Gentlemen, when, by completing our Ottawa and Georgian Bay Canal, we could have the shortest possible waterway to the seaboard, with boats drawing twenty feet as against nine feet over the Erie Canal boats, carrying 12,000 instead of 2,000 tons and no breaking of bulk? Why, that nine-foot ditch at Buffalo would look like a pigmy in comparison with our Georgian Bay giant.

I began by saying we could easily turn the tables on our competitors to the South—I must further prove it.

The distance from Chicago to Buffalo, at the eastern extremity of Lake Erie, is, by water, 900 miles, or exactly within five miles of what it will be to Montreal by our canal, when it is in operation. The cost of transportation—leaving aside the toll question—can be made practically the same at the two terminals.

But, at Buffalo, the wheat cargo has to be transhipped, as we have seen, from the big American lakers into comparatively small boats; thence it comes to New York harbour, and is then loaded on board the great ocean boats.

At Montreal our steamers of 20-foot draught would only have to take coal and then proceed to Liverpool, by way of Belle Isle or Sydney.

The distance between Montreal and Liverpool is about the same as that from New York to Liverpool. Therefore, the additional time and cost for hauling grain from Buffalo to New York harbour will be entirely saved by going over our Canadian route. That would mean a saving of three days in time, and three and one-half cents per bushel for freight from Buffalo to New York, plus one and one-half cents for transferring charges at Buffalo and New York, a total saving of five cents per bushel.

It takes, today, only one and one-half cents per bushel to carry grain from Chicago to Buffalo, a distance greater than from Fort William to Montreal.

From Duluth to New York the entire cost is five and a half cents for freight, and one and a half cents for transferring charges, making altogether seven cents per bushel.

From Fort William to Montreal it will be one and one-half cents per bushel, or two cents at the outside.

From Fort William to Liverpool the rate will be six and one-half cents, or less than it is from Duluth to New York, today.

Now, the saving of one cent, or half a cent, or a quarter of a cent per bushel, would be sufficient to displace the axis of trade, and divert the flow of wheat towards the east, through our Canadian channels.

Not only would it take away from the Americans the transportation of wheat, but that of many other articles of commerce as well.

Writing to Senator Belcourt, Armour & Co. of Chicago make these statements and admissions:

"We have no doubt that if this Georgian Bay channel is built twenty-two feet deep, an immense amount of business from Lake Michigan and Lake Superior, would be unquestionably controlled by it. Large shipments of grain and merchandise would without doubt be drawn from the Buffalo and Lake Erie routes. There is a total absence of sentiment in this business. If grain can be carried over your route one-fifth of a cent per bushel cheaper than by other routes, you will assuredly be master of the situation. The entire transportation by way of the Great Lakes, with such slight exceptions as are noted, will without question avail itself of the superior advantages offered by you."

In addition to this unequivocal testimony, I might add what the "Omaha Grain Exchange" says in its last report:

"If grain could be carried from lake ports to seaports without breaking bulk, it would be worth ten million dollars to the Nebraska farmers."

We shall form a better idea of the reversal of affairs that will take place when the Gorgian Bay waterway is in operation, when we consider that the trade which is carried today through the Soo Canal is more voluminous than that passing through the Suez Canal; larger than that which enters the port of London. It amounted to over 51,750,000 tons in 1906, carried by 22,155 vessels, and valued at over \$1,000,000,000. It has been increasing ever since.

Now, of these fifty-one and three-quarter million tons, we had only, for our share, six and a half millions to go through our canal at the Soo. One for us, seven for our American friends. The showing of the St. Lawrence canal is still smaller comparatively, being 1,700,000 for the same year.

Let us build this canal and matters will be reversed; not only shall we then hold our own, but we will be in a position to take the trade from the hands of our cousins.

Without going into minute computations, which every one can make for himself, will not the yearly savings and profits, which Canada will reap in the transportation of western grain when the canal is built, more than compensate for the charges it will impose?

Let the saving or increase in price, per bushel of grain exported or carried, be three cents per bushel, and the amount carried be 200,000,000 bushels at the time this waterway is ready for operation—engineers estimate that it will take several years to complete it—and we will have an indirect revenue, one directly due to this canal, of six millions a year, for the first year, and equal to fifty per cent. more than the interest on \$100,000,000 and the cost of operation and management.

These figures apply to our own Canadian trade exclusively.

We must take into account the trade we will divert and carry away from the United States, and add it to our Canadian shipments. Now, shall we allow our friends to have free navigation over a waterway they did not contribute to construct? If we adopt the treatment they mete

to us today, on their own internal waterways, we will not. The tolls paid by them will, in that case, become a source, a large source, of direct revenue for the Georgian Bay Canal.

Should we give them the freedom of our canal, we will at least insist that all their shipments go through in Canadian bottoms, and that will mean, Mr. Chairman, the building of a merchant fleet of no mean importance.

The Americans are wide awake to this eventuality. Here is what the Committee on Railways and Canals have lately reported according to their engineers :

“On the day it becomes possible to send ships direct from the Great Lakes to the ocean, by way of the St. Lawrence River, while they are unable to go by way of the Hudson, the sceptre of commercial supremacy will begin to pass from New York to Montreal, *and the merchant marine of the United States, which has had a new birth on the lakes, will receive its death blow from Canadian competition.”

There is a fourth source of revenue that will be received from the Georgian Bay waterway, and which will go directly towards paying the annual charge which it will saddle on the country: The industries, pulp principally, which it will create and develop all along its course; the impulse it will give our mining, and metallurgical industries, and the millions of acres of land to which it will give value. These again will run into millions annually, but I will not go into this subject, I having already spoken too long.

Some have said that what the Georgian Bay canal will gain, will be taken away from the railroads, and more especially from the Canadian Pacific.

Although it may seem a paradox, the contrary obtains, for some of the most ardent advocates of the canal are railway men, and among these are the very directors of the Canadian Pacific Railway Company itself.

Here is what Sir William Van Horne said about it before the committee of the house :

“I am of opinion that the construction of the Montreal, Ottawa and Georgian Bay canal will benefit the commerce of the Dominion generally. Anything done to lessen the cost of transportation between Manitoba and the Northwest and the seaboard must have unquestionably a beneficial effect. The trade of the canal would chiefly be in grains, food products and mineral and other products;

and the waterpower it would afford would result in the establishment of important industries all along its course in the provinces of Ontario and Quebec. This canal would greatly increase the trade of Montreal, Quebec and other Canadian seaports.

"It would also develop local resources by the utilization of the water powers it would afford, and, by cheapening transportation, this canal would have a good effect on the Canadian Pacific Railway, as it would create more traffic than it could take."

Sir Thomas Shaughnessy has publicly expressed similar opinions. Mr. J. J. Hill, a magnate among Canadian railway men today, has put himself on record as an advocate of this scheme.

This objection, therefore, falls through.

But what do our leading public men say about it? What would the keepers of the public treasury be prepared to do?

The greatest among our dead prime ministers favored the idea as a remote but sure eventuality.

Sir John A. McDonald, than whom a greater prime minister has not governed Canada, some thirty years ago, said from his seat in the House of Commons:

"The Ottawa ship canal and the Canadian Pacific Railway must be constructed," thus coupling these two great national enterprises.

He built one; death prevented him from constructing the other.

Alexander McKenzie, than whom a more honest, a more earnest, a truer citizen of Canada, has not existed, is on record as saying: "I am perfectly satisfied that the Ottawa valley presents the greatest facilities of any route upon the continent for the transportation of the products of the Northwest to the Atlantic Ocean."

But what will the present politicians say, you will ask me?

The question is, Mr. Chairman, a live one today in the House of Commons and in the Senate of Canada, and has been since 1894 when the bill incorporating the Montreal, Ottawa and Georgian Bay Company was passed. On that occasion several orators, but more particularly the then member for Pontiac, put the question before the Canadian public as well and as convincingly as it has ever been put, and won Parliament over to their side.

But I am further asked: What does Sir Wilfrid, than whom—(but let there be no praise for the living).

In 1903 Sir Wilfrid expressed himself rather in favor of the scheme, but preferred it to be left into the hands of private enterprise.

And today what does he say?

Now, Gentlemen, this is rather unfair. I did not come here prepared to answer such delicate questions, to reveal in fact, state secrets. If you continue putting them, you will simply force me to commit indiscretions.

Well, since you insist, I will tell you all about it. I will here publicly reveal the most secret thoughts of the Premier, his most hidden conceptions and designs; and you may the more readily be assured that my revelations are state secrets, as I am a Conservative in Canadian politics, a good old Tory; and that at all times it has been the custom among prime ministers to reveal beforehand their projects and political programmes to their political opponents.

Now, Sir Wilfrid Laurier, today, and when I say Sir Wilfrid, I mean the whole cabinet, I say the whole Liberal party—I include even the Toronto "Globe"—Sir Wilfrid Laurier is today entirely, unhesitatingly, determinedly, in favor of the project of the 22-foot canal for 20-foot bottoms, to be constructed in the near future, and owned by the nation as a national enterprise.

I may further add; if we have a general election this year, that is if he desires to make the return of his party pretty sure, that the public announcement will be deferred until the next parliament, on account, mainly, of the Grand Trunk Pacific being under construction. If general elections take place, next year, then the construction of the waterway will be announced, and its construction made one of the planks of the platform. And there will be signs in the heavens, the Toronto Liberal papers will all support it, and some clergymen will say Amen! Amen! from the top of their pulpits.

This 20th century, upon which we have just embarked, promises to be the most stupendous the world has seen. All the gateways of the five continents will be opened to commerce; and rail and navigation will be its principal vehicles. Canals are gaining upon railways, in the transportation, inland, and to ocean ports, of all articles of a non-perishable nature. Europe is realizing this important fact, and has constructed a network of waterways. Ger-

many has just completed the Kiel Canal; France has connected the Mediterranean sea with the Bay of Gascoigne, and lately made Paris a seaport for vessels of good tonnage. It has constructed, at a cost of \$100,000,000, the Suez Canal, which was pronounced a foolish venture, and is today a colossal success.

Austria is about to begin the construction of four different canals aggregating 1,000 miles, to connect its different rivers. England has just completed the Manchester ship canal at a cost of \$75,000,000.

But after our own self, the country whose canal construction concerns us the most, is the one to the south of us.

The Panama Canal, which our progressive American friends are building, will cost untold millions of dollars; they are preparing to spend at least \$100,000,000 in making their Erie ditch a fourteen-foot waterway. That Erie Canal is said to have put into the treasury of the State of New York twenty millions more than it cost to build and run it, and caused to be expended in New York State, over \$350,000,000.

But the two American canals which concern us to the most, because they will have a direct influence upon our inland navigation and more especially upon the Georgian Bay route, are the Mississippi and the Champlain Canals. The former will connect Buffalo with New Orleans, Lake Michigan with the Gulf of Mexico, by way of the Mississippi; the latter will connect Montreal and New York, the St. Lawrence and the Hudson Rivers, by way of Richelieu River and of Lake Champlain. In order to keep abreast of Canada it is proposed to make these two waterways 22 feet deep. Chicago has already made serious headway; under pretence of building a system of sewerage it has constructed a 20-foot canal from the lake to points connecting with the Mississippi River.

The Richelieu-Champlain-Hudson Canal is under study just as our Georgian Bay project is today. These three waterways will one day be accomplished undertakings, running one into another. Look at what will be the result for Montreal, for Chicago and more especially for Fort William and Port Arthur.

Vessels of twenty-foot draught leaving New York and reaching Montreal by a short cut and thence proceeding to Chicago and Fort William without breaking bulk! Western grain merchandise put on board of ships at this port

and sailing straight to Liverpool by the Ottawa way, or to the Gulf of Mexico, the West India Islands and South America by way of the Mississippi.

It looks like a dream, Gentlemen. That dream, in 25 years, will be a reality.

Then Chicago will be the bronze gateway to the south and Fort William and Port Arthur, the Golden Gates to and from the Golden West.

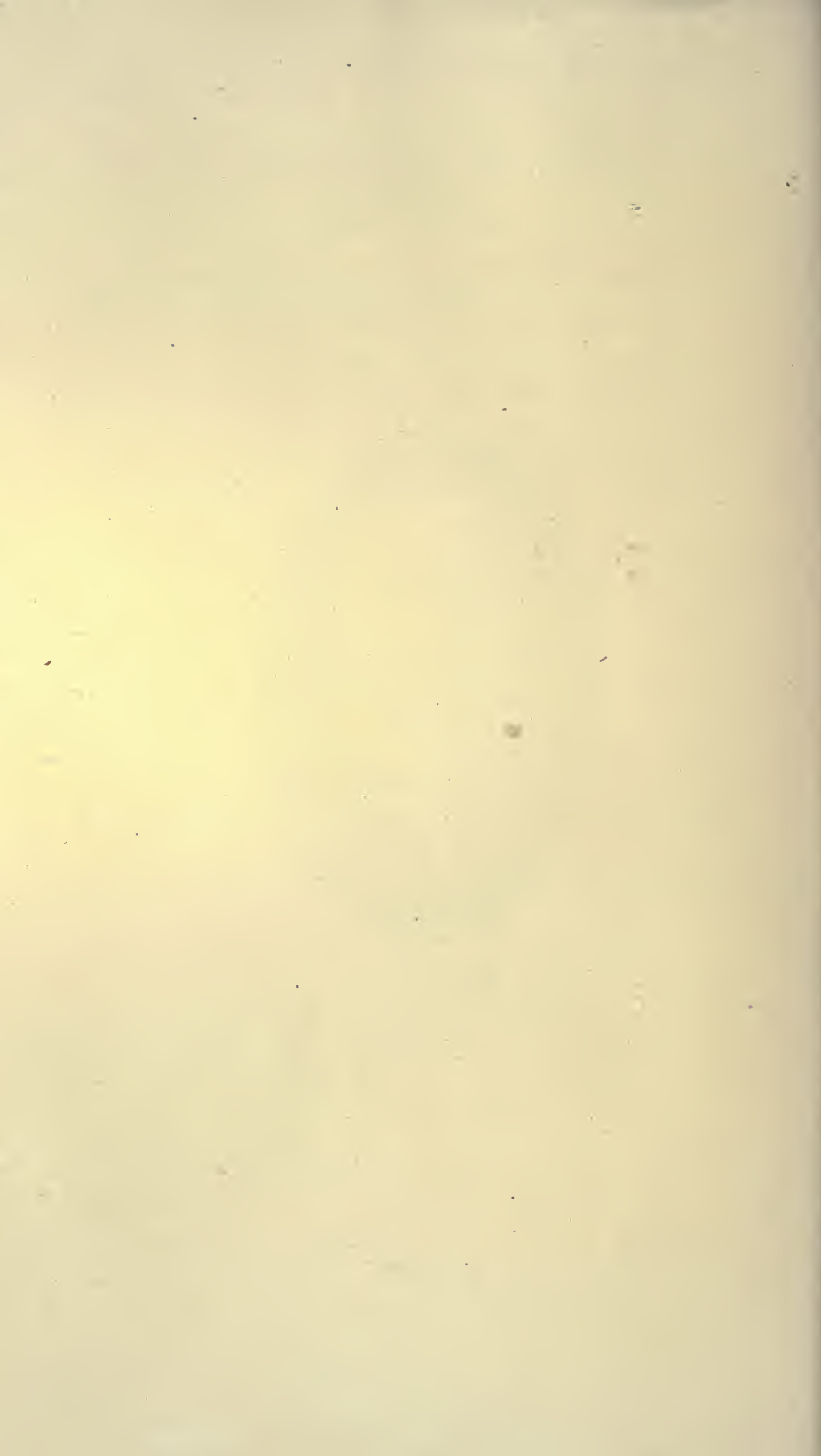
What Venice, the proud queen of the Adriatic, was to Europe in the middle ages, so long as she stood at the head of navigation from Asia—and for several centuries she grew so rich and became so prosperous and mighty that her Doges looked upon kings with an air of pitiful contempt—such, Gentlemen, must your city inevitably be to the continent of America.

You are at the head of navigation from the East and from Europe; yours will be an ocean port fifteen hundred miles inland; you stand at the centre of commercial Canada; you will be the distributing point, in the very heart of the continent. Geographically, your position will become as good as that of New York, it should in less than a hundred years prove better than that of Chicago. No one single city in the whole Dominion is as interested in the construction of the Georgian Bay Canal as your own city, because no one will derive from it as great advantages. Montreal, Fort William, and Winnipeg are staked down as the future metropolis of Canada, with Montreal as the terminus of ocean navigation, and Fort William the terminus of ocean and lake navigation.

I have had the honor to prophesy tonight in what will be "the Chicago of Canada."



J. A. MACDONALD, M. A.



Public Opinion, The Canadian Club and Democracy

J. A. MACDONALD, M. A.
Editor-in-Chief of The Globe
Toronto, Ont.

Those who have not finished may give their lips to their coffee and lend me their ears.

I am very much pleased to see so many here today. It shows a great interest in the work of the Club, and if I rush along as fast as we have rushed the bill of fare you will please try to keep track.

I conceive of The Canadian Club, not as a doer of things but as a maker of opinion. One of its advantages is that any man can say anything he likes, knowing that every member has the same right. These Clubs exist right across the continent, and in them all classes of men meet, not to do things, but to make opinion. That is the function of the Canadian Club. When you cease to do things, you will begin to make opinion and that will be your function. The importance of a club like this lies in its background—the Canadian Democracy. Our Canadian Democracy is not a democracy such as the Greeks enjoyed, where the few were free and the great multitude were slaves. It is not such a democracy as the French Republic meant. What we mean by a democracy is that all citizens are under obligation to do every man his share in estimating what are the laws under which men should live, not in making laws. We elect men to our Councils and Legislatures and Parliament, as though laws could be made. We shall never come to an understanding of democracy until we come to know that laws are not made—that laws ARE. The men who go to Parliament no more make the laws under which men should live than the medical men and the scientific men go into the laboratory and make the laws by which things coalesce, or out into nature to make the laws by which things grow. LAWS ARE! The business of scientific men is to study the facts, to examine what actually are the laws by which things combine and

grow and make them known for the advantage of man. The same is true of social institutions. Men do not make laws, Laws are. The business of men in Council, Legislature and Parliament and everywhere is to ascertain what are the laws by which men may live together in a socially organized state. This is one of the functions of an institution like the Canadian Club, to estimate what are the laws of life, industrial, commercial, social and political. If that be true, this follows: in a democracy where the right to vote belongs to every man, the obligation to make that vote represent public opinion rests upon every man. We pride ourselves on our right to vote. We think it a great thing. We tell new men coming to our land that they are to be citizens of this land. We put upon these newcomers the responsibility resting upon the scientific man, to study what are the laws of life. Public opinion is the expression of general representative opinion in a community on any live public subject or interest. Without your public opinion your democracy cannot stand. I should like you to think, first of all, what public opinion must be in your community and in your land if the democracy is to be strong. In the first place it must be informed public opinion, if it is to be at all effective. In the next place it must be alert. There is much public opinion that is informed but is not active. On many public questions, what is everybody's concern is nobody's concern. Much opinion is warped by men's own interests. Ordinarily men are straight and honest, as I find them. But generally, when a man's own personal interest is concerned, his judgment will go wrong, his perspective will be awry. He will be sound on the tariff until some interest of his own is affected. I have known high tariff men who were strong free-traders in the materials involving their own interests, in the making of stoves for instance. When our own personal interests are concerned our judgment goes wrong, human beings as we are. More than that, informed, active, public tone is as needful in the community as in the individual. A local interest often disturbs and warps the judgment of a community. I don't know if this is true of Fort William or Port Arthur. I don't know anything about your conditions, but the trouble is real, that a local community interest often blocks the way of a sound, active, alert, public opinion.

There are two or three dangers you have to watch against. One is this: a man's self interest keeping him away from giving his thought and his service to the community. If you take upon yourselves the obligations of

public utilities you must educate your citizens to an interest in these public affairs. If you give all your people the right to vote, you must press upon them the obligation to discharge their duties. A mere principle, a mere theory or a mere plan solves no problem at all. Until we have our citizens as much interested in the community as in their own affairs, our management of public utilities will sometimes go wrong.

Too many men of intelligence and high standing and influence give themselves over to the making of money, seeking their own ends and allowing the public affairs in the Council, the Legislature and the Parliament, to be attended to by those who have axes to grind. The holding back of your men of high standing and character from public affairs gives the grafter his chance in the community. No democracy can stand where you put the power of the King or aristocracy in the hands of the multitude unless you make the multitude do their duty.

The self-interest of the man who seeks legislation that is not in the public interest, and franchises that should be conserved to the public, and lobbies them through Parliament, is continually observed from the press gallery of the Legislature and Parliament. It is because you good citizens hold yourselves back that men who have not the public interest in mind have their opportunity.

Once more: It never can be easy to make public opinion in a country like Canada, with the thousands that we have coming to us from all parts of the earth and with the mixed races that we already have. We have a chance to make out of the mixture a new type of democracy, but we cannot do it unless the spring of harmony and unity belongs to us in the community and in the province as a whole. We have West and East; we have race and creed. There is no traitor in all Canada who exercises so baneful an influence against the public life of our Dominion as that man who sets class against class, race against race, community against community, and west against East. Why? Because the double-minded man is unstable in all his ways, and the double-minded community is unstable in all its ways. Canada will never endure unless it is with the dominant idea of her life one and the same from ocean to ocean.

Another danger is the disbelief in the honest and the good and the true. I am mixed up with politics more than you are, more than I wish you were, No! Every

member of this Club should be in politics up to his brains. You ought to interest yourselves in the politics of your land. But there is a cynicism that disbelieves in the public men who offer themselves for the favor of the public. Old Dr. McCall used to tell us in the University that "Cui bono" meant "To whom is this for a good?" In the lexicon of our modern political economy it is read, "Whose graft is this?" Some private or personal end is said to be sought in promoting the legislation in the Council, Legislature or Parliament. We cannot make our Legislature strong unless our ideals are high, unless we believe in the honesty of other men as much as we believe in our own honesty. Perhaps the men in Parliament are as much responsible as any one. Perhaps I am. We face a danger in our unbelief in the honesty of public men.

We must have our safeguards also. First there is the school. I like to see your elevators and other industries. We have said: "Here is where a Canadian Minneapolis must grow." All that is good. But, Gentlemen, if you bank merely on your institutions of commerce and trade, upon your great elevators and docks, you will never make a great community here any more than the Indians in Rainy River and Lake of the Woods made great and lasting things where they were. They were very little removed from the beasts, but there was that in them that made them higher. You will see the pottery and the urns they had to light the soul with a flame for the hereafter. Your institutions of social development have in them something more than mere man. Your schools demand from you your intelligent service in order that they may equip your youth with an ideal of citizenship worthy of a community like this.

I believe in Party Politics—two parties. Some of you may believe in three. I believe they have done a great deal. Say all you like against them, I can say more than you. Still they have kept alive spasmodically and sporadically, not always on the highest lines, but they have kept alive an interest in the affairs of the Province and the Dominion. The schools must give themselves more to the education of citizenship. Parties as Parties are of little interest. For the ins and outs of the Parties I care very little, unless the parties stand for some principle. But you need not worry. A party will decay that does not stand for something.

This club is another safe-guard of democracy. I say to you members around this board: Let the atmosphere

be clear and free from all partisanship. Let every man do his own thinking and having thought his way through a problem, when the opportunity comes, express himself frankly, and take no votes, but back of it all put this thought of a Canadian Democracy. We have an opportunity of doing what they tried to do in Greece and failed; what they tried to do in France; what they are threatening to be unable to do in the United States. Let us in this land make up a new democracy, intelligent, self-controlled, alert and sure of its authority in the will of the people. Then shall monarchy be simply an institution of the democracy, and the throne be based upon the people's will. But unless we make our democracy intelligent and free, there is no more divine right for the rule of the multitude than there was for the rule of the one.



MAJOR G. W. STEPHENS



The Waterways of Canada

MAJOR G. W. STEPHENS

*Chairman Montreal Harbor Commission
Montreal, Quebec.*

Your President told you a moment ago that I had a surprise in store for you. May I be permitted to add that the surprise you are about to meet is not in the same class with the surprise you have placed before me by the splendid tribute you have given myself and Mr. Ballantyne.

When I met your President, after spending two days and a night on the way from Winnipeg to Fort William, he was kind enough to ask if I would attend a small, informal luncheon of the Canadian Club to be called for tonight, and if I would deign to say a few words; but when I looked into the dining room door a few moments ago I wondered whether your President had not made a mistake, whether the small meeting had not been forgotten and we were coming in here to listen to some great man, for all that I had undertaken to do tonight was to talk familiarly with you as fellow Canadians about a subject which to me during the past two years has taken on such importance that I believe it to transcend in vital interest any question which has been placed before the Canadian people for the past fifteen or twenty-five years. That subject, Gentlemen, is the great question of transportation.

During the past two years it has been my privilege to stand, with two other gentlemen, at the gateway of Canada's trade, in the Port of Montreal. Not knowing anything to start with concerning the question of transportation itself, it has been a matter of considerable labor during those two years to collect accurate statistics and facts concerning our position as Canadians for carrying on our transportation within the limits of this great Dominion. I was struck first of all with the fact that a large part of the Canadian business was being handled through the sea-ports of our Great Neighbor to the South, and it struck me that it was time for Canadians to begin to consider whether they were filling their proper role in allowing this country to produce great quantities of exportable pro-

ducts and handing them over after we had produced them, to somebody else for export through their own ports. We collected together certain facts that were so self-evident that perhaps Canadians paid little heed to them. For instance, our strategic position as the half-way house between Great Britain and the Orient. Let me draw your attention for a moment to a comparative picture which will display before you the position in which our great neighbor began the nineteenth century, and how we Canadians are beginning the twentieth. At the beginning of the nineteenth century the population of the United States was 5,000,000 people. They were not stretched across the continent but along the Eastern seaboard, a mere fringe, with a border not far west of Chicago, and south to the Gulf of Mexico. That is where all the population of the United States was located at the dawn of the nineteenth century. There were no railroads in the United States at that time, and not a mile of canal. And yet, with their indomitable courage, those people have produced a nation numbering almost ninety millions of people. It struck me and my colleagues that this was a good beacon to hold up before Canadians—that if our neighbors could begin their career with 5,000,000 people a century ago, then we Canadians, born of men who have made the greatest nations on the map, could do no less. It was apparent to us that we were beginning the twentieth century with a very much better condition of affairs prevailing than our neighbors had a century ago. We had in round numbers five million people—not bunched in a little group on the Atlantic Coast but stretched across the continent from sea to sea. In 1908 we have the steel ribs of three continental railroads extending almost from ocean to ocean. In addition to that we have a waterway connecting the gate-way of our lakes to the Atlantic that gives us a thousand miles of the deepest waterway of this continent from the sea to Montreal and fifteen hundred miles more of the deepest inland navigation this continent possesses. And if we, with these means of progress in our hands, and the blood that is flowing through our veins, cannot make as big a showing as our neighbors to the south have done, we are not worthy of our country, our ancestry and our inheritance. Here you are, standing in the middle of the continent at the gateway, the door out of which must come every bushel of the products that are raised in that huge North-west behind you. It cannot go elsewhere unless it goes south. If we allow it to go north and south, instead of east and west, the lines on the map of North

America will be changed. If we persevere and this transportation continues from the West to the East and from the East to the West you will see a great people grow up above line 45 on this continent.

What does this mean in figures? There are in the North-West 171,000,000 acres of land upon which wheat can be grown. If you cut off all the land that cannot grow wheat or barley and any other grain, there still remains 171,000,000 acres of land to grow wheat on. In 1900 there were but two million acres of that land under cultivation. In 1906 there were 6,000,000 out of 171,000,000 acres under cultivation. The railroads had grown, the elevators to hold the grain in the West had increased in five years from 500 or 700 to 1,200. What does all this mean? It means that if we only cultivate one-fourth of the available wheat areas of our North-West, it will give us an annual output of 800,000,000 bushels of wheat a year.

Where is that to go? If we are not prepared to create here in Fort William and Port Arthur the terminal facilities that will be required to handle in a short time, efficiently and economically, the great production of the West, the traffic will go somewhere else. That is why I feel that Port Arthur, Fort William, the Great Lakes, the Georgian Bay ports, the canals, Montreal and the St. Lawrence route should be linked together with efficient transportation facilities. That is what Mr. Geoffrion, Mr. Ballantyne and myself have been advocating for the past two years. We have a future that nothing can take from us except our own ignorance and lack of confidence in our own resources.

It occurred to me that it would not be thought presuming on my part if I told you what has been going on in the Port of Montreal during the past few years. We have been handling grain there, and I thought it might be of interest to you to know that the men of Montreal were prepared to receive the great harvest you are to send down to us. The Port of Montreal stands at the head of ocean navigation, approached by a 30-foot channel, 400 feet wide at the narrow parts, and 750 feet wide in the bends of the river. No matter what you read in the papers, this is the best buoyed and lighted channel in the world today—the channel from Montreal to the sea. I say this after having visited during four months every European harbor of note, and having gone up every approaching channel to those harbors myself. This opinion of mine,

not being a technical engineer, might be passed as being worth nothing, but it has been corroborated in the papers of Europe by the very men who in the past tried to ring the death-knell of trade through the St. Lawrence.

From Montreal you have the deeper waterway. What does that mean? It means that you can carry 80,000 bushels of wheat in unbroken cargo when your competitor to the south can only carry 8,000. It takes ten boats on the Erie Canal to carry what one boat will carry from Port Colborn, opposite Buffalo, to Montreal. Our American friends say that it will not pay to try and carry ten parcels of grain against the man who can carry ten times the amount in one parcel, so they have voted \$110,000,000 to widen the Erie Canal from Buffalo to Albany. If they do that in order to get what we possess today in depth and width—we have the shortest route—if they are willing to expend that in order to get what we now possess, isn't it about time we Canadians realized the force of our position and bent our energies towards improving the terminals through which only the full force of our advantage can be obtained.

The work going on during the past few years in Montreal should have been completed years ago. We should take the conditions and mould them, to the best of our ability. In the year 1907 the average daily business done across the wharves in the Port of Montreal during the season of navigation aggregated \$29,000,000 a month, or almost \$1,000,000 per day. An export and import business amounting to \$1,000,000 a day places the Port of Montreal next in Great Britain after Liverpool and London. There is no other port in Britain doing that business. There is no port in the United States, with the exception of New York, doing such a monthly volume of business as the Port of Montreal. I do not say this as a boast. When I found it out for myself, I thought the best thing to do was to say it to my fellow countrymen, and let them know the truth of it. The responsibility of handling efficiently and economically a business of that magnitude brings about in a man's mind a realization that a great charge has been placed upon him. The business has doubled in five years—the traffic of the Port of Montreal. Concurrently with this doubling of traffic we have, by the improvement of the St. Lawrence River channel, cut the insurance rates in two during the same time. The insurance on the goods imported and on the ships' hulls has been cut in two, and I have faith enough to believe that in the next five years we will cut them in two again. When we do that, Canadians

will have their hands on the biggest volume of trade going out of this country that has ever been seen before, because the greatest deterrent of trade through the St. Lawrence River has been the high rates of insurance. These are going down by the inevitable reasoning of time itself. Lloyds will not take cognizance of what has been done as a sufficient reason for lower rates. They are not in business, they say, for their health. But if our business warrants the reduction of insurance rates by half, in the next five years, which I believe those five years will warrant, then the men insuring our cargoes and hulls will do the same thing.

In the handling of grain we have carried out a system in the last two years which permits of delivery to ten vessels at their own piers from a central point. We take the grain into an elevator and deliver it to ten different vessels without either of the vessels having to move to get the grain, and we do it at less cost than the grain is handled in any other port on the American continent. This is only one small effort on the part of ourselves and the Government to realize the importance of placing the facilities in proper shape for handling the business that comes to us. Great development plans are under consideration. Last year one of the most renowned British engineers was invited to come to Canada and look over the situation at the Port of Montreal while business was being carried on. He was asked to suggest ideas for carrying out a future scheme of development. That has been done, and our own engineers are at work on a similar huge scheme, and when they have completed their plans, the better of the two, or a compromise of both, will be submitted to our countrymen for approval.

I mentioned a little while ago that it was my privilege, through the courtesy of my colleagues, to spend nearly four months of this year in Europe, visiting the great harbors of the continent. Among the impressions that have remained strongest in my mind, comparing those with our own, I may say that I brought back from Europe the conviction that God had made the ports on this side of the water and man made them on the other. By that I mean that we are the inheritors, through the generosity of Nature in our country, of the most magnificent opportunities for development that any country can desire.

I have noticed a slowness in appreciating this fact. I may tell you I have been considerably encouraged in the few hours I have spent among you by noticing the reverse.

I have been struck, in my short visit today, with the optimism and faith and courage that is everywhere evident. It was shown by the men who, ten or fifteen years ago, had the foresight to see what was coming, and by the men today, in the splendid optimism of what is yet to come. Although we in Montreal, and you here in Fort William are separated by a distance of nearly a thousand miles as measured on the map, it does not by any means follow that because that distance exists you and we are not intimately connected in carrying on the same great work. The point I would like to insist on most of all tonight is that of getting to know more about each other instead of thinking we are too far apart to be of mutual help. We should have hands across the whole distance between Port Arthur and Fort William and Montreal in a great effort to carry out the grand work that will bring trade not only from our own North-West but a great deal from the western regions of Uncle Sam. He always takes a good thing when he sees it, and will send his wheat our way if he can do so cheaper than any other way.

You have lately noticed the outcry from American ports that they were losing their business and that it was going to Montreal. There must be some good reason why great ports to the south would admit any such proposition as that. Our inheritance of this great water route, at one end of which stands Fort William and at the other end Montreal, puts it into our power to carry the products of this country and of our neighbor to the sea cheaper than they can be carried by any other route on the continent, and that is why Uncle Sam sends his goods to Montreal, and for no other reason at all, and that is why we expect to draw the business of our own country through our own channels. But if we allow the other fellow to push his cart a little faster than we do, we must expect the wheat to go his way. We do not expect anybody to do business with us unless that business is properly handled and done more cheaply than anywhere else. If we can do it quicker and better we are going to get it.

I am going to give you an example of what that means. In January last year I left for Europe. My two colleagues, while I was gone, considered the business being transacted between South America and New Orleans. They communicated with a firm carrying on that business and pointed out the fact that this business, done through New Orleans to Cleveland, could be done through the St. Lawrence by an all-water route, with only one transshipment, and could be carried on at an enormously reduced cost,

compared with going by way of New Orleans and being hauled to Cleveland by rail. The arguments of my colleagues were so convincing that during the past summer a cargo was sent from Chile past Savannah, Philadelphia, Boston and New York, around and up the Gulf of St. Lawrence to Montreal. We were ready to receive it and give it the best despatch. The re-loading was undertaken and carried out and the boat started west to go through the lakes to Cleveland when somebody poked a hole in the Cornwall Canal and it burst. The boats we had loaded were held up for nearly three weeks on account of the break. Consequently our hopes were low with regard to getting another chance at this business. However, the gentlemen recognized that there was no human fault in this disaster. They kindly sent us another cargo. This second has been handled without any interference by outside accident. The business of this firm amounts to 300,000 tons a year, and the saving on one cargo by way of the St. Lawrence is enough to guarantee to the St. Lawrence route all the cargoes that can come from South America to the Western States. This is an actual occurrence of the last few months, and it goes to show the power of a waterway within the heart of a great continent, open to ships drawing thirty feet for a thousand miles and fourteen feet of water for fifteen hundred miles further.

Now, I should say that if there are any organizations in Canada that have the power to bring that about, there are none that have that power to a greater degree than the Canadian Clubs. I don't know if this club has considered, during the first few months of its existence, for what aim you gentlemen come together from time to time. It is all very well for you to come and be kind enough for me to address you. But there are deeper objects behind all this which should be made strong from city to city and town to town in this country and given the weight that the best of our land can give. There is not a part of our land from Atlantic to Pacific that could not be met through these clubs. There should be enough big questions for men to meet and consider and help along in this country. I am afraid politics has been the means of staying the hand of things in this country. In Western Canada there are clubs all over the country holding in their membership the best that youth has to give and the best the older men have to impart. Why not use that power? How? I have had in mind a view about Canadian Clubs which I should like to give you. Why wouldn't it be a good idea to have a congress annually of Canadian Clubs,

which would be attended by members of each club throughout the Dominion? What would it mean? It would bind together and make visible and effective the power that is in the hearts of all true Canadians to make this country worthy of the great ancestral inheritance that has come to us. It would make us worthy of the great ancestry of our mother country, over which flies a flag we all revere. And if the flag is worth loving, and if the word "Canadian" is worthy of our pride, my last word to you must be that I hope within a very short time the members of Canadian Clubs from all the cities of Canada may meet and stand upon common ground and be the agents in carrying to a successful issue the great possibilities of this transcendently important question—the question of transportation, in which we are all so vitally interested.

And now, on behalf of Mr. Ballantyne and myself, and the commission we represent, let me tell you that we are very grateful for the sumptuous way you have entertained us, and we hope you will send from time to time representatives of Fort William and Port Arthur to Montreal, that there may grow up a bond of good-will and power between us, and we shall help you and you help us, and the hands that I spoke of a moment ago will be constantly stretched between these two places and ourselves in the effort to carry out this great work.



F. W. THOMPSON

The Heritage of Thunder Bay

F. W. THOMPSON

*Vice-President and General Manager
The Ogilvie Flour Mills Co.
Montreal, Que.*

A few days ago, when visiting this district, I was afforded an opportunity of taking a trip up the Kaministikwia River. I found a great river, its northern bank dotted with elevators and mills, the foreshore of which afforded a vista of countless cars laden with grain awaiting unloading and shipment down the Great Lakes to the markets of the world. I found also dredges at work cutting new channels through the sandy delta which lies between the city and the lake; and I found this delta connected with the mainland by the bridge of a great transcontinental railway now in course of construction, promising additional facilities of the utmost importance for the outlet of the products of our western land. Looking across the bay towards Port Arthur, I saw like conditions, and as some of the possibilities of the future arose in my mind, I thought, not unnaturally, of the first shipment of wheat from the Canadian Northwest.

It may not be generally known that the company with which I have the honor to be connected, were the shippers and owners of the first wheat that was ever taken from Western to Eastern Canada. This was so short a time ago as 1878. A shipment of 800 bushels was loaded on a Red River steamer and taken up the Red River to Fisher's Landing, then the terminus of northwest railway development in the United States. It was here transhipped and taken by car to Duluth, where it was carried by one of the small boats then sufficient to meet the requirements of lake shipping, to the east.

Had anyone been then so bold as to predict the development which has since taken place he might have been discredited as a man who should have devoted his time to composing fairy tales rather than discussing the business possibilities of our country. Think what has already happened. The Canadian Pacific Railway Company,

one of the greatest, if not the greatest, railway corporations in the world, is in operation from the Atlantic to the Pacific, with branch lines radiating to all points where traffic can be profitably gathered; its steamship lines connect its terminal points with all the principal centres of the world; it has a fleet of steamships upon the Great Lakes scarcely to be rivalled by the best ocean-going boats of a few years ago. The Canadian Northern and the Grand Trunk Pacific are pushing their way across the prairies, are threading the mountain passes to the west and reaching down towards the Atlantic seaboard, all as fast as money and human ability permits. The consideration of all this is, not that these roads are building, but that the agricultural development which is taking place in Western Canada is such as to make it assured that before these roads can be completed, the congestion of business which in the past has marked the productive capabilities of Western Canada, will tax their carrying capacity to the utmost, and we may yet see the unique and hitherto unheard of condition of three great trunk lines unable to fully cope with the agricultural carrying requirements of a farming country.

Western Canada during the past year has grown a crop estimated at approximately 115,000,000 bushels of wheat, 100,000,000 bushels of oats and 25,000,000 bushels of barley, to say nothing of other grains and products. We have been able to do this with only a mere fraction of the arable land under cultivation. If these conditions obtain now, it requires neither a prophet, nor the son of a prophet, to see that in a very short period of time the Canadian Northwest will be one of the prime factors in determining the grain market conditions of the world.

That these things are possible is due in a measure to the far-seeing genius of some of those master minds who have gone before. It required more than faith—it required genius supported by a determination and confidence which is rarely found, to enable men to assume the tremendous responsibility which was accepted when their own credit and the credit of Canada was pledged to its utmost for the construction of our first transcontinental line—the Canadian Pacific Railway. Neither can too great credit be given to our Canadian statesmen of today, who have sufficient confidence in the future of their country to promote the construction of the Canadian Northern and the Grand Trunk Pacific, our two transcontinental railways now building, and who look with a favorable eye to the future

construction of a great canal, the early completion of which, I venture to hope, will make seaports of Fort William and Port Arthur. As I have said, it requires neither a prophet nor the son of a prophet, to foresee some of the things that must happen in the near future, but the point which interests you all here today is: What will it mean for Fort William and Port Arthur? What will it mean for us who are interested in your cities?

It will mean that the traffic of one of the greatest agricultural countries both in fertility of its soil—in the extent of its territory—and in the energy of its people, will enter your gates; that the transfer from railway to lake will be made here; and that you will thus receive toll from practically every bushel of grain and every pound of freight which must necessarily find its way from and to the prairies of the west. It means, too, that you will handle on its way from east to west the products of the older countries rendered essential to the increasing population of the west, the acquisition of which will be made easy by the productiveness of our land. It means more than this—look where you will—search in times modern or in times ancient, and nowhere in the world's history will you find a city which has been a great shipping port without also being a manufacturing centre of no mean importance. You, gentlemen, many of you, will, I believe, live to see at the head of Lake Superior a great Canadian city, a city that in its importance—in its population—in its influence, will not be exceeded by many cities in Canada. You will live to see these two cities grow, not only by reason of the vast shipping trade which they will control, but because with the increased population of the west manufacturing facilities must be provided, and because you, situated as you are at the head of lake navigation, possessing better railway facilities than are found in almost any other city in America, with cheap electrical power such as you have, and with the unrivalled facilities afforded for the bringing in of all necessary raw material required for successful manufacture at a minimum of cost, you will see these cities continue to occupy a strategic manufacturing situation such as is practically without rival in Canada.

But, gentlemen, while it is pleasant to contemplate what may be a picture of the happy future, let us not forget that as the highest quality of our soil's products results only from good seed and from high cultivation, so must commercial prosperity depend, not alone

on the fortunate situation of any particular city, but upon the constant and unwearied efforts of its people, with their hand constantly at the plow, to advance their interests by a broad-minded policy, and an honesty and integrity of purpose, which will found a heritage for our children and our children's children after us.

We are supplied, thanks to the foresight of our statesmen, and the courage of our people, with railway facilities which will provide for present needs, but, gentlemen, speaking of railway facilities, let us here suggest that prosperity is not necessarily coupled with unlimited railway construction. A country with bankrupt railways is neither a happy subject of contemplation, nor an inducement to the employment of additional capital. Railway construction means enormous capital expenditure, the interest on which must be provided by the population served. It is to the interest of all that we should have adequate facilities for handling our products, but it is equally to our interest that our railroads should not be constructed so as to unnecessarily burden our people with a capital expenditure, the interest on which must be taken care of by a tax on their goods. It is also to our interest that railways should be constructed so as to best serve the requirements of the country without encroaching unduly on what may be regarded as the legitimate territory of a rival road. Because, if in any district you have two roads to support where traffic can properly take care of but one, it stands to reason either that rates must be raised, or the roads must starve. Gentlemen, this is not a condition of affairs which should be allowed to obtain. What I advocate as best for our country—best for our railways—and best for our people, is sufficient railway facilities for the legitimate needs of our country—protection to our railroads in affording them the requisite traffic to render them profitable, coupled with the control of their rates and operations such as is afforded by the present Railway Commission of Canada.

As I said, gentlemen, we must not sit idly by and hope by reason of our situation, or by the natural productiveness of our country, to see business grow and prosperity reign. In order to make Canada great, we must keep Canada for the Canadians, not in a narrow, selfish sense, but in the making our country as far as possible dependent upon our manufactures and by keeping all commodities which we may have for export or transportation within our borders to the last possible moment.

Has it occurred to you what it means to Canada when a bushel of export grain finds its way unnecessarily early into the United States? A bushel of wheat shipped from Winnipeg east pays a freight of six cents to the Canadian railways between Winnipeg and Fort William or Port Arthur. Further, on its journey towards Britain it pays toll, if kept within Canada, to Canadian shipping, and assists in affording employment to our working people at our seaports. The same bushel of wheat finding its way east via the United States would pay to our Canadian railways a freight of probably one cent to our boundary instead of six cents to our lakes. The difference, if kept in Canada, that is—if our commodities be shipped on our own railways and over our own waterways, means that this freight, which we keep from American transportation companies, is largely circulated in Canada—is available for the construction and maintenance of our own railways—for the employment of our citizens and for the making profitable of capital, as well as the creation and building up of a vast inland marine. It is this motive, selfish if you will, that impels me to advocate that Canadians, irrespective of political opinions, should stand shoulder to shoulder for the up-building of transportation facilities within our borders, which can compete on a sound financial basis with any which can be offered by our cousins to the south. As you well know, gentlemen, the United States, recognizing the necessity of improving her facilities for transportation, is today engaged in the construction—at an expenditure considerably in excess of one hundred million dollars—of what is practically a new Erie Canal between Buffalo and New York. With this completed, as it will be within the next few years, grain can be shipped in larger bulk from Buffalo to New York, permitting a reduction of rates and increasing competition, which our transportation facilities must meet.

As I have said, our statesmen, past and present, have done much towards our railway development, but there is at least one task which is still before us. Nature has endowed Canada with what is probably one of the finest systems of inland waterways in the world, but nature in this, as in everything else, needs assistance, and what we want—what the people of this district want—what the commercial requirements of Canada demand—is that our government should immediately take up with all seriousness the construction of a ship canal connecting the waters of the Georgian Bay with those of the Ottawa—a canal of sufficient capacity to make the cities of our Great Lakes, the

lake cities not only of Canada, but those of the United States as well, for all purposes seaport towns having direct connection by ocean-going steamers with the salt-water ports of the world. That this is economically and financially possible is my firm belief—a belief founded on investigation which I have made, and consideration which I have been able to personally give the matter. I believe, too, if Sir Wilfrid Laurier will obtain the necessary statistics and engineering reports they will verify my belief as to the possibility of the construction of this canal upon a basis of cost which will make it profitable to Canada. A prominent contributor to one of the leading periodicals, in a recent article stated that, in his opinion, the comprehensive development of the Canadian Canal System would close the elevators at Buffalo, and destroy the commercial supremacy of New York.

It is for you, gentlemen, as those probably most vitally interested in this project, to lead the people of Canada in demanding the construction of this most necessary work. The government is doing much towards the improvement of your harbors—it is doubling and trebling the harbor capacity of the St. Lawrence between Montreal and the sea,—it has done and is doing much to do away with those dangers of river navigation which are happily becoming a thing of the past, and let me say, gentlemen, that these matters should be viewed, not in any narrow spirit, but upon broad and comprehensive lines. Just as the prosperity of this district is dependent upon the prosperity of eastern shipping points such as Halifax, St. John, Quebec and Montreal, so also is it vitally dependent on the growth and progress of our interior. The commercial interests of Canada are so indissolubly bound together as to make it of common interest that our developments should be guided, not by the requirements of any particular town or district, but along those lines which on the broadest possible grounds will make surest, swiftest and best for the permanent prosperity of all. Such were the sentiments which indicated the actions of men like Sir Charles Tupper, Lord Strathcona, Lord Mountstephen, and that far-seeing and beloved statesman the late Sir John A. Macdonald, when they constructed a work which they believed as later experience has demonstrated, would constitute a bond of prosperity, knitting our scattered provinces into one great common and prosperous whole.

And so today I would say to you—Look to the future—realize that the cities of Fort William and Port Arthur

are not natural rivals, but are natural allies—that what conduces to the prosperity of either should not be viewed with distrust or envy by the other, but rather should be taken as evidence of that certain progress which will make for the common good of both. The idea that grass may grow in Port Arthur while Fort William becomes a great city, or that Port Arthur may prosper while the outlying lots in Fort William are used as pasturage, has no place in my mind, and, I am certain, does not obtain in yours. What I hope to see is government works proceeded with at Fort William until your harbor is made, not one of the finest, but the very best upon the lakes. What I hope also to see, and what I ask you, the citizens of Fort William, in your own interest, as well as in the interest of Port Arthur, to assist in bringing to an accomplished end, is that the government will put forth every effort to speedily make the harbor at Port Arthur the equal of that of Fort William. Port Arthur has a good harbor today, but not one which can meet its immediate future requirements. You, people of Fort William, should join with your neighbors in bringing every possible pressure to bear upon our government to at once extend the breakwater and do those other works which may be necessary to make the harbor of Port Arthur both safe and commodious.

Now, gentlemen, one more word, and I have done. I spent probably the best part of my life in working out the problems of a great commercial company identified most closely with Western Canadian interests. It may appear to you that my ideas of the future of Canada, particularly of the west and of this district, are somewhat extravagant, but I can tell you, gentlemen, with all sincerity, that what I have said today, I not only believe, but that belief is founded upon a somewhat intimate knowledge of the capacity of our country to produce the highest quality of the world's prime necessity—food. I may be permitted also to say, that in working out these problems it should always be borne in mind that prosperity can be best and quickest attained, and can be laid upon the surest foundation, if we so conduct ourselves as at all times to inspire and retain the confidence of our sister nations and our motherland. No country can be developed entirely upon its own resources—no business can grow without banking facilities—nations cannot mature without financial help, and this assistance, gentlemen, can only be had upon its most favorable terms if the borrowers at all times so conduct their operations as to inspire the highest confidence amongst those to whom they must

look for financial assistance. It is, therefore, just as much of importance to Canada as a nation as to you as a municipality, and to yourselves as individuals, that while at times the judgment of financial corporations or of financial lending nations (if I may use that expression) may appear to be somewhat harsh and dictatorial, that your business affairs should be so managed and your operations so conducted as to conform as closely as possible to what the lenders believe to be of prime necessity in order that your credit may not be impaired. There has of late developed what I may perhaps be permitted to term, the fad of municipal ownership. Theoretically, I know of no more alluring proposition than that our public utilities should be controlled and operated by the people and for the people. But, gentlemen, while this is most pleasant to contemplate, experience has taught that for many reasons better results can be obtained, better service rendered, by allowing the utilities of a quasi public character to be operated by private companies, subject to suitable regulations and control. I know, gentlemen, from my connection with financial institutions—it is possible their opinion may be wrong, but nevertheless it is a fact—that our best financial people are of the opinion that it is not wise for municipalities to embark upon commercial undertakings under which changes of management—the inability to obtain proper talent for operation because of the impossibility of paying adequate salaries—the pressure constantly brought to bear through the necessity of municipal elections, renders it impossible that the best results can be obtained. There are, of course, exceptions, but they are rare. Generally speaking, as I have told you, these enterprises do not, nor does the credit of municipalities which favor them, meet with the approval of our best financial people. There, if you will permit me, I want to say to you, not necessarily to avoid all municipal ownership or operation, but to be most careful before linking the credit of your city with enterprises which may make the financing of your legitimate necessities, difficult, if not impossible.

Gentlemen, I do not know that I can say anything more. My interests, as you know, are very largely bound up with the interests of this section of the country. I hope from year to year, if spared, it will be my pleasure to visit you, and that together we may have the satisfaction of witnessing the fruition of some of the hopes I have expressed today.

I thank you, gentlemen, for the magnificent reception you have given me, and in closing I wish you that peace and prosperity which I believe to be the inalienable heritage of the district of Thunder Bay.



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