

000,000 bushels. Taking the average yield per acre at 19 bushels the crop in Saskatchewan and Alberta trebled in the five years between 1903 and 1908. Assuming the same proportion of increase during the next five years, say in 1913 the provinces of Alberta and Saskatchewan alone would produce at least 150,000,000 bushels of wheat. As to the prospect for this season's crop I quote from the Toronto 'Globe' of January 3, 1910, the statement of Mr. Wm. Whyte, vice-president of the Canadian Pacific railway:

The area under crop in Manitoba will not be largely increased in 1910 but in Saskatchewan the increase will amount to 20 per cent of the whole. Within a short time the province of Saskatchewan will be producing more wheat than any state in the union and in less than a decade it will produce more wheat than all the United States combined. In a paper read last summer before the British Association by Mr. W. B. Lanigan, assistant freight traffic manager of the company, he stated that all the land under cultivation in Saskatchewan taken altogether did not amount to more than the road allowances of the province.

Now, Mr. Speaker, I want to point out by what routes most of our grain is taken to the markets. I have before me figures of the shipments of grain from Fort William and Port Arthur for the seasons, 1906, 1907, 1908 and 1909, and as these figures are taken from the government reports they are probably as correct as we can expect to find them:

Shipments of Grain from Fort William to Port Arthur for Season of Navigation 1906-7-8-9.

	Canadian Ports.	American Ports.	Total.	P.C. via American Ports.
1906..	34,634,674	16,451,909	51,086,583	32.2
1907..	44,426,428	15,384,381	59,810,809	26.0
1908..	48,319,113	19,875,187	68,194,300	28.6
1909..	54,816,798	23,089,304	77,906,102	29.6

You will see, Mr. Speaker, that during the last four years practically thirty per cent, of our grain from the west went by way of American ports, when, not only all our own grain should have been sent by Canadian ports, but we should have as well a large percentage of American grain through these ports. On pages 1858-1859 of the government report on grain, I find that the quantity of wheat exported from Canada in 1908 was as follows:

	Bushels.
Total to British empire	43,102,240
To foreign countries (including the United States)	552,428
To the United States	114,926
Total	43,654,668

Mr. G. V. WHITE.

Deducting the 114,926 bushels that went to the United States we had 43,540,742 bushels of grain going to other foreign countries. Now, on page 1847 of the same report I find that for the year 1908 the export of Canadian grain from Canadian ports is as follows:

	Bushels.
Montreal	19,552,752
St. John, N.B.	5,845,073
Halifax	4

Total exported from Canadian ports 25,397,829

Montreal also exported 10,900,000 of foreign wheat in 1908. We, therefore, find that from American ports during 1908, there must have been shipped via American ports the difference between 43,540,742 bushels, the total exportation, and 25,397,829 bushels which went through Canadian ports, leaving 18,142,913 bushels to go through American ports, or, 41.7 per cent of the total Canadian grain exported to foreign countries that year went via American ports.

The trade area of the great lakes includes an area of agricultural and industrial activity of over 2,000,000 square miles, with a population of over 25,000,000. In this area over two-thirds of the iron production of the United States is manufactured. I wish to submit the following estimate of the traffic available for the Georgian Bay canal:

	Tons.
I. Through freight comprising chiefly wheat, corn and other cereals, flour, beef and hog products, cattle and live stock, and other farm products from the Canadian Northwest and the Western States en route for transatlantic markets or to eastern Canada and New England.	11,000,000
II. Sawn lumber and other forest products, including firewood, railroad ties and sleepers, posts, poles, staves, heading, pot and pearl ashes, &c.	3,000,000
III. Coal, including both the Nova Scotia product in bulk cargoes by vessels carrying grain or lumber as return to Sydney, and American anthracite from Lake Erie ports to which shipments of return cargoes of lumber and pulpwood can be made.	1,500,000
IV. Pulpwood, pulp, spruce, &c.	1,500,000
V. Ores, minerals, building stones, marble, lime, clay, sand, brick, cement, peat, fuel, &c.	2,000,000
VI. General merchandise.	1,000,000
Total estimated annual traffic.	20,000,000

With regard to the first item, the wheat raised during the year 1908 in the country