

more for us than protection ever will. I believe that if this Georgian Bay canal be built it will give our Canadian water routes an advantage over every other on this continent, and do more for the benefit of this country than possibly could any tariff.

So much has been said regarding distance and the cost of transportation, that I do not think it would be wise for me to take up the time of the House in discussing this phase of the question. I might, however, refer to the exports of wheat during the present year from Fort William by way of the great lakes. During the past year, some 77,000,000 bushels of wheat were shipped from Port Arthur and Fort William to the sea-board and intermediate points. Some 54,000,000 bushels were carried in Canadian bottoms and 23,000,000 in American bottoms. I have not the slightest hesitation in saying that were the Georgian Bay canal constructed, not only would we carry through that water-way the products of our Canadian northwest, but also to a great extent those of our American neighbours. Our neighbours view with alarm the construction of this great canal, and they rather favour the deepening of the Welland canal. Naturally they would prefer the latter, as we would have to bear the cost of the improvement while they would get the trade. I have before me some very interesting letters on this question, but as there are many other hon. gentlemen who are anxious to speak, I shall not detain the House by reading them.

The Nova Scotia coal question has been dealt with in a very able manner by the hon. gentleman who preceded me (Mr. Arthurs) so that I need but briefly refer to it. During the year 1908, the total production of Nova Scotia coal represented some 6,300,000 tons, which gave employment to some 13,000 miners. Only about 2,000,000 tons of that coal found its way west of Quebec, while on the other hand the province of Ontario imported from the United States some 8,000,000 tons. Had this coal been purchased instead in Nova Scotia, it would have given employment to 25,000 more men and have also given employment to Canadian shippers, so that I say if we want to build up our country, the first thing we should do is to attend to this transportation question. \$100,000,000, which is the estimated cost of the Georgian Bay canal, is no doubt a large amount, but when we consider the resources of Canada, when we consider the fact that there are \$735,000,000 of the people's money in our savings bank, when we consider the high credit of Canada in the money markets of the world, I do not see why the cost of the enterprise should make the government hesitate, and I believe that the government will receive the endorsement of the entire people if it should undertake this

work. I trust that the right hon. the Prime Minister (Sir Wilfrid Laurier), who, with his colleagues, has done so much for the upbuilding of this country, will not hesitate in building this canal, and that Sir Wilfrid Laurier's name may go down to posterity as the creator of this great water-way, as well as of the many other great public utilities which have been inaugurated under his regime. Sir, I shall not take up more of your time on this question, knowing that there are others desirous of speaking, who can deal with the question more capably than I can.

Mr. J. D. REID (Grenville). So far as the resolution is concerned, of course I am not opposed to it, nor, I believe, is any member of the House, for it simply asks for the papers relating to the Georgian Bay canal project. Let me say further, at the outset, that I am not opposed to the building of the Georgian Bay canal, or any other water-way that will develop our great country. I believe that the development of this Georgian bay route must be carried out in the future. That part of our country is being opened up, and the benefit to the section which the canal traverses would justify the opening of the route, especially in view of the great water-powers to be developed which will be of immense benefit to Canada in the future. But, from the discussion I have heard on this question—I am sorry to say I have not been present during the whole debate—I am led to believe that the shortest time within which it is thought possible to build this Georgian Bay canal is ten years. For my part, I believe it will take a much longer time to build this great water-way. Therefore, I think, in the interests of the people of the Northwest and of Canada as a whole, the other part of our great water-way system, the Welland canal, should be improved almost immediately. It has been estimated by the government that the Welland canal could be deepened in five years. I believe that every member of the House will agree that, even though the Georgian Bay canal is to be proceeded with at some future time, the Welland canal must also be deepened. The highest estimate of the cost of this work is \$25,000,000, and, as I have said, the work could be finished in five years. If this deepening of the Welland canal were effected, the lowering of rates would be as great as through the construction of the Georgian Bay canal and the work could be done much sooner. Of course, there are great differences of opinion to the possible rates on the Georgian Bay canal and the Welland canal when improved. It has been proven, I believe, to the satisfaction of the government that, if the Welland canal were deepened, grain could be brought from Fort William and Port Ar-