horse-power at the out-going terminals of the power-house would average $75 per electrical horse-power.

With construction of the canal, this amount would be increased to 1,000,000 horse-power and the capital cost per horse-power exclusive of the works, which are constructed for canal purposes, would average $48 per electrical horse-power.

Considering the reduced price per horse-power resulting from the decreased capital cost and the improvement due to cheap transportation, it would appear that it would not be an improbable hypothesis as a basis of calculation to assume that the 1,000,000 theoretical horse-power would be developed in as short a time as 150,000 horse-power, under present circumstances.

Different methods might be followed in case of construction such as:—

1. The power might be leased on the basis of the reduced capital cost per horse-power of the development. The proceeds to be used in paying the interest on the investment and reducing the tolls of the canal. An annual rental of $5 per horse-power would result in an eventual revenue of $5,000,000 per year.

2. The power might be granted at nominal figures to attract manufactories from which the transportation of the raw material and manufactured articles would repay the privileges granted.

No. 10 refers to the alternative route:

10th. That an alternative route behind Montreal is entirely feasible and would cost $5,000,000 less that the front or St. Lawrence river route; the time of transit by the back route being less than one hour longer than by the front of Montreal, and having one lockage less.

11th. That locks 800 feet long and 75 feet wide would increase the total cost by $5,000,000 That building all locks to a depth of 24 feet so reaches might afterwards be deepened, would cost another $6,000,000. That a depth of 25 feet along the route behind Montreal for 16 miles to Sault au Recollet would cost $7,250,000, nearly $2,000,000 more than the 22-foot depth for the same distance. That increased depth up to 26 feet can be secured temporarily by filling the reaches above ordinary working level, and in a case of emergency will pass boats of 24 to 25-foot draft, if the terminal locks and those into Lake Nipissing are given a 25 foot depth, and slight additions made to the overflow dams.

The 12th and last result pointed out by this board is that no international waters are affected which is very important. I have an extract here which I have taken from a work by Mr. Herbert Quick on American inland waterways. It is probably one of the most recent works on American waterways it having been published in July, 1909. Mr. Quick, referring to the Georgian Bay canal, says:

That twenty-one feet of water through this channel means much of prejudice to us in a military way any one can see. That it imperils all our foreign bound and much of our domestic trade on the lakes where most of our merchant marine is to be found, ordinary common sense must make plain, leaving out of account the deliberate utterances to the same effect of statesmen and publicists on both sides of the line.

I have read most of this work of Mr. Quick and he admits that Canada is practically the greatest competitor which the United States have in so far as water transportation routes are concerned. He pays particular attention to the Georgian Bay canal scheme and points out that it would be of immense advantage to the North American continent in the movement of large and bulky commodities.

I have compiled some figures to show the sources of trade for this route should the Georgian Bay canal be constructed. In answer to a question placed on the order paper a few days ago by the hon. member for South Toronto (Mr. Macdonell) the hon. Minister of the Interior (Mr. Oliver) gave the following figures. The question dealt with the amount of arable land and the amount of land under cultivation in Manitoba and Saskatchewan and Alberta at the present time. The figures are as follows:

	Total area.	Arable land.	Under cultivation.	Per cent. *
Manitoba ..	41,169,280	25,150,000	5,061,503	2·0
Alberta.. ..	155,400,000	52,200,000	1,483,400	2·8
Saskatchewan.. ..	151,900,000	66,600,000	5,814,723	7·8
Total..	348,469,280	143,950,000	12,360,000	8·5

*Per cent of arable land under cultivation.

So, we can look forward to the day when practically all of the arable land is under cultivation and like the Minister of Railways and Canals I view the future of Canada very optimistically. I believe that in a very few years the West, instead of contributing some 160,000,000 bushels of grain, as it has done this year, will contribute from 250,000,000 to 500,000,000 bushels and there will then be freight for all routes, the Hudson Bay railway included. In 1909 the wheat crop of Canada amounted to 166,744,000 bushels as against 112,434,000 in 1908. The average yield per acre in 1909 was 21·51 bushels as against 17 bushels in 1908. Therefore, there was an increase in the yield of 54,310,000 bushels or 48·3 per cent, practically 50 per cent of an increase. The total value was $141,320,000. Of this amount the provinces of Manitoba, Saskatchewan and Alberta contributed 147,482,000 bushels as against 106,000,000 bushels in 1908, or an increase of 38·6 per cent. The report of the Trade and Commerce Department for December, 1908, shows that Canada ranks tenth in the wheat producing countries of the world for 1906 and 1907, sixth in the production of oats, and eighth in the production of barley. In 1903 the crops in the west amounted to 56,000,000 bushels, and in 1908 they amounted to 106,-