

know that the imperial authorities look at this enterprise at this work in that light.

It is not necessary for me to translate that beautiful language because I know that all the members of this House are familiar with the two official languages, but I would call the attention of the hon. gentlemen who are so strongly advocating to-day a naval policy for this country, who are imbued with that sentiment of loyalty towards the British Crown, and who want by every possible means to defend the empire and the country to the desirability of constructing the Georgian Bay canal, and I would ask them to join with us in advocating that work which will be one of the greatest ever undertaken by the government of Canada.

Mr. G. F. HODGINS (Pontiac). Mr. Speaker, I have listened with great attention to the hon. member for North Renfrew (Mr. G. V. White) who introduced this question and also to the hon. members who followed him. On this all-important question of the Georgian Bay canal. I believe that since confederation there has been no question which should so engage the attention of this parliament or the people of Canada as the early construction of the Georgian Bay canal. We have heard so much to-night as to its merits that I do not feel like asking the indulgence of the House in what would be a repetition of the many great things that have been said in its favour; but I feel that I would be remiss in my duty to my constituency, as well in my duty as a member of this House, if I did not take this opportunity of endorsing the construction of the Georgian Bay canal. It is not a new question, it has been before the people of Canada since before confederation, and I do not feel bashful or backward in endorsing the scheme when I find that it has been endorsed by the greatest statesmen of our country, by the railway magnates of Canada, by large shipping interests, by various boards of trade as well as by the press. Consequently I feel quite at liberty in endorsing the scheme as one that should be of the greatest possible benefit to the Dominion of Canada. I have no doubt that the delay in construction has been owing to its enormous cost; but considering that it will take 10 years to construct this great water-way, which is estimated to cost \$100,000,000, an expenditure of \$10,000,000 per annum will cover the entire cost and I feel satisfied that when this great canal is completed and opened for the great commerce of our Northwest and of the east, it will amply repay the government of Canada for its construction. When you consider the enormous strides the great provinces of the west have made in the last

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decade and their great prospects for a still further increase, I am not at all optimistic in predicting that when this canal is opened for transportation, the grain production of the great western provinces, will exceed one billion bushels per annum. Considering that in 1900 the total production was 32,000,000 bushels, in 1907, 160,000,000; in 1908, 232,000,000; and in 1909, 314,000,000; I do not think I am over-estimating when I predict that by 1920 the total production of grain of the three western provinces will exceed 1,000,000,000. We may estimate that one-half of that will be for export. Such an eminent authority as Mr. Robert Reford, of Montreal, one of the leading ship owners of Canada, claims that wheat may be transported from Fort William to Montreal at a saving of 2 cents per bushel on the present rate. That would represent \$10,000,000 on the export of Northwest grain alone, quite sufficient to pay the interest on the investment of \$100,000,000 as well as the maintenance and operation of the canal.

Much has been said with regard to enlarging the Welland canal, but while I believe in the deepening of that canal I am of the opinion that the day will come when both these canals will be required. And as the people of Ontario have been enjoying for many years the advantages of the Welland canal, I think it is in their interests and that of Canada generally that the Georgian Bay canal should be first constructed. The enlargement of the Welland would interfere to a great extent with the present traffic, whereas by building the Georgian Bay canal first, the people of Ontario would have a complete circle of waterways and the province of Quebec would have a water-way along its entire front. Speaking of the county I have the honour to represent, I may say that the natural resources of Pontiac alone would justify the construction of this great water-way. We have in Pontiac county enormous areas of timber, pulpwood, mineral and other resources awaiting easier and cheaper transportation facilities. I was rather surprised to hear, during the debate on the budget, the hon. member for Peterboro (Mr. Stratton) say that pulpwood was worth about \$5.75 per cord in the raw, but that, when manufactured into paper, it was worth \$38 to \$45 per cord for low grade paper, and \$50 to \$100 for high grade. Last year the export of pulpwood, at a valuation of \$5.75, represented something like \$4,500,000, whereas had it been manufactured into paper, it would have represented over \$40,000,000.

There are many people in this country who believe that protection is the greatest possible factor in building up a country, but in my opinion, transportation will do