

4. Chicago to Montreal via St. Lawrence canal system (quoted rate) average... 5.52  
 maximum 6.75 cents per bushel.

Following is a statement of the movement and distribution of the wheat from several upper lake ports, 1908:

From—	Duluth.	Chicago.	Fort William.
	Bushels.	Bushels.	Bushels.
Route 1 and 3 to Buffalo... ..	37,530,021	6,733,246	13,952,111
Route 2 to Georgian bay... ..	1,471,495	.....	20,823,337
Route 4, St. Lawrence, Montreal	4,825,473	.....	6,733,246
	43,826,989	6,733,246	41,508,694

Through Shipments of Wheat, 1908.

	Bushels.
Route 1, from Buffalo... ..	53,334,866
Route 3, from Buffalo via canal..	4,063,934
	57,448,800
Route 2, Montreal via Georgian bay... ..	10,353,476
Route 4, Montreal via St. Lawrence... ..	20,492,797
	30,846,373

For purposes of comparison using the lowest possible rail rates the rates between terminals with which the Ottawa waterway must compete, would be:

1. Chicago to Buffalo by lake... 1.1  
 Buffalo to New York by rail... 3.33  
 Buffalo transfer... .75  
 5.18 cents per bushel.
2. Chicago to Georgian bay ports.. 1.17  
 Georgian bay ports to Montreal (365m.)... 2.77  
 Intermediate transfer... .75

4.69 cents per bushel.

Comparing this with the rate via the Ottawa waterway to Montreal, the time in transit of a lake carrier from Chicago to Buffalo is approximately 80 hours. From Fort William to Montreal via the Georgian Bay canal it would be 100 hours. Therefore the estimated rate based on the ratio of time during which a carrier would be employed, would be by the Georgian bay route 1.4 cents per bushel. It is, therefore, evident that the traffic would stand a toll of at least 50 cents a ton, or 1½ cents a bushel, making the total cost of carriage with toll 3 cents per bushel as against 4.69 cents per bushel by the Chicago-Georgian bay-Montreal route and as against 5.181 per bushel via Chicago to Buffalo by lake and Buffalo to New York by rail. Thus there is no question but that the rate via this route would be considerably less than any existing rate.

Mr. G. V. WHITE.

Judging by the report which was laid before parliament last session, I think there is no doubt that the engineers came to the conclusion that this is in every way a feasible route. They point out and lay special stress on the fact that if the canal is to be constructed, it should be at least a 22-foot canal for the simple reason that in order to compete with the lake freighters of the present day the canal must be of such dimensions as to permit of these freighters travelling over this course. Mr. J. J. Hill, who is an authority on railway transportation, pointed out before the Rivers and Harbours Congress of 1907 that no vessel of 1,000 tons burden can compete with a box car; with 10,000 tons burden the problem is mastered. Therefore, we can understand why we should make this canal at least 22 feet on the sills.

May I read a few extracts in support of this waterway project, both by men of the present day and by men who have gone hence. Sir John A. Macdonald in 1865 said that:

Just as sure as Ottawa will be the capital of British North America, just as surely as it will be the capital of all the British possessions in America, just as sure as the legislature is settled here, just as surely will be carried out the great scheme of connecting Lake Huron and the Ottawa river.

Sir George Etienne Cartier, another great Canadian, declared that the route from Ottawa to the great lakes would of necessity be constructed sooner or later.

The right hon. the Prime Minister of this country has on several occasions declared himself in favour of this great project. Speaking in Ottawa within the last few weeks in the course of the by-election campaign, he made particular allusion to this great work. He said:

If I were to tell you my own thought, I would say that the financial condition of this country would warrant the commencement of the building of the Georgian Bay canal this very year. But we must above all things, be careful of our credit, and it would be prudent to complete the immense undertaking that we have now under way before starting out on this other giant work. But I hope the day is not far distant when we will begin. I will make a little confession. I am anxious to take it up. I would like to have my name and the name of the Laurier government connected with this enterprise. You know I am getting to be an old man. I have not many years to live and I want to make the best possible use of them.

The hon. Minister of Railways and Canals is quoted as follows:

I hope to live long enough, yes, long enough to see the Georgian Bay canal constructed.

The Hon. Charles Murphy, Secretary of State, is also quoted as favouring this scheme. At a meeting held in Montreal