

sist of other cargoes besides grain cargoes, but for the moment I will show that the statement in reference to the period of shipment is absolutely contradicted by the official grain statistics.

If we refer to the monthly shipments of grain from Fort William and Port Arthur during the past few years, we find that only a little more than half of the crop is shipped during the months of September, October, November and December, and that the balance is shipped during the other months of the year, each month getting its fair proportion. Taking for example the crop year of 1912, we find that the total shipments from Fort William and Port Arthur amounted to 143,557,523 bushels of grain, of which 28,652,486 bushels were shipped by rail and 104,905,037 bushels were shipped by the Great Lakes. Out of this last amount of lake shipments, 55,956,918 bushels were shipped during the months of September, October, November and December, and this represents a proportion of 52 per cent of the total lake shipments for the crop year of 1912, the balance, 48 per cent, being shipped during the other months of the year.

The Georgian Bay Canal route is also the shortest, the cheapest and the safest. The advantage in distance by the Georgian Bay Canal route over other routes is very easily demonstrated. From Fort William by the Georgian Bay canal the distance to Montreal is 934 miles, by the Welland it is 1,216 miles, and by way of the Erie canal to the city of New York the distance is 1,358 miles. The Georgian Bay route, therefore, is 282 miles shorter than the Welland-St. Lawrence route, and 424 miles shorter than the Buffalo-New York route. From Fort William to Liverpool by the Georgian Bay canal, one has to travel 4,123 miles, and by the New York route 4,929 miles, making a difference of 806 miles in favour of the Georgian Bay route.

This route will also be the cheapest because it will be the only one that will permit the biggest freighters to navigate to the head of ocean navigation without breaking bulk. If in the future a rival route of the same depth is constructed it will always have the disadvantage of being longer. At present a very small portion of western freight is carried by all-water route. The grain is carried mostly either in Canada or in the United States by lake and rail, and this is on account of the insufficient depth of water in American and Canadian canal systems. Small canal boats or barges have

[Mr. Lamarche.]

not been able to hold their own against the railways, but the railways, on the other hand, can never compete against the big freighters of the lakes. The construction of a water way twenty-two feet deep, permitting these big freighters to reach the harbour of Montreal, will be a complete revolution in freight rates for western traffic.

But some hon. gentlemen will probably object that this will injure our established lines of railways. That has long been argued, but I think it is now admitted that a deep waterway is the greatest source of revenue a railway can have along its line. This aspect of the question was discussed very ably in 1910 by the hon. member for North Renfrew, who quoted in support of his argument, M. de Freycinet, member of the French Cabinet at the time, who explained this very interesting theory as follows:

It is conceded that the waterways and railways are destined not to supplant but to complement each other. Between the two there is a natural division of traffic. To the waterways gravitate the heavy commodities of small value, which can only be transported where freights are low. In procuring for manufactures cheap transportation for coal and raw materials, they create freights whose subsequent transportation gives profit to the railways.

If hon. gentlemen consult the admirable report submitted in 1909 by the Royal Commission on Canals and Inland Navigations of the United Kingdom, they will find a very interesting study of the results obtained from the construction of canals and other waterways in the different countries of the world. It is established beyond doubt that in every instance the new traffic created by the opening of a waterway is always accompanied by a corresponding parallel increase of railway traffic. Wonderful results have been obtained in that respect in France, in Belgium and especially in the German Empire. Experts have calculated that when the Georgian Bay canal is constructed, grain will be carried from Fort William to Montreal for 1½ cents a bushel. At present, according to a table I have consulted, the freight rates average as follows: From Fort William to American Atlantic ports by lake and rail, or by lake and Erie canal route, 4.95 cents per bushel; from Fort William to Montreal by lake and rail 4.6 per bushel; by the St. Lawrence all water route, 5 cents per bushel, and by the Canadian Pacific railway all rail route, 7.56 cents per bushel.

As to the safety of the route from the point of view of the curves and general