

advanced in favour of that route—that is, sentimental arguments, and from the standpoint of a route which would be entirely within Canadian territory. But from the standpoint of tapping the densely populated sections of the country, the St. Lawrence-Great Lakes canal system is very much superior to the Georgian Bay canal system, because it goes directly down to southern Ontario, and, what is much more important, perhaps, from the traffic standpoint, goes directly down to those states bordering on the Great Lakes, south of Lake Ontario, Lake Erie, Lake St. Clair, and thereabouts. It is true that the Georgian Bay canal would tap these also, but only in a roundabout way.

The statement has been made to me in private conversation that none of the ocean steamers would patronize this route; they would not go up to the Great Lakes to supply traffic necessities in Canada and the United States. In that connection I should like to point out that over three-quarters of all the ocean-going vessels in the world are of less than 25-foot draught. The picture which some people draw of the Olympic or the Mauritania docking at Toronto or Chicago is, of course, purely an imaginary picture, and any one who has regard to the facts will admit that that would not be the result of the operation of this canal system. But small ocean-going boats are much more numerous than large ones. If I may be permitted a personal reminiscence, I would point out that twenty-five years ago, when I was a boy, in my home city of Fort William I saw a Norwegian ship which had come straight across from Norway, passed through our canals, landed at Fort William, unloaded the cargo there and took a cargo back. If twenty-five years ago that could be done with our canals as they were at that time, certainly with the enlarged canals it would be done on a much larger scale. I remember also crossing the ocean on a passenger ship of the Anchor line which was very much smaller than many of the passenger ships on the lakes to-day. Smaller ships, I repeat, are much in a majority on the ocean.

I would point out also that Montreal is four or five hundred miles nearer to Liverpool than is New York. Buffalo and Port Colborne, by the St. Lawrence route, are as close to Liverpool as New York city is. That is something one can hardly believe until he actually examines the map. But due to the fact that Great Britain is much farther north than we are, and due to the

shape of the earth, Montreal is 400 or 500 miles nearer Liverpool than New York, and Port Colborne and Buffalo are the same distance as New York from Liverpool. That indicates the advantage which would be derived from shipping wheat or freight of any kind in this direction.

There is another point which has not been mentioned. We have already spent on the development of the Welland canal approximately \$42,000,000 and it is intended to spend in the neighbourhood of \$90,000,000. Well, any one who looks at the map and sizes the matter up will realize that the Welland canal, enlarged through that vast expenditure, is of practically no use to this country unless the further development of this ship canal system is proceeded with. Without that further development, boats from the western end of the lakes may proceed only one lake further than they go at present; they could not go on to Montreal. So that if the Welland canal improvement is proceeded with, the only logical and reasonable policy in that connection must be that the proposed canal system is to be one of the ultimate solutions of the transportation problem.

Then, the power question has been referred to. I do not wish to argue this matter on any false premises. The statement has been made here to-day by somebody that the power development of the St. Lawrence canal would pay for the canal. I do not think that would be the case. It is estimated that 4,000,000 horse-power of electric energy could be developed to-day on the St. Lawrence river, but there is no great demand in Canada to-day for the three-quarters of that which would belong to this country. Canada to-day has only 2,000,000 horse-power of electrical development, though we have a potential development of 18,000,000 horse-power. There would, however, be a demand for some, and the development of part of it as required would help to meet the cost of this project. But I do not believe at the present time it could be said that the development of horse-power on the St. Lawrence would wholly pay for it.

Mr. VIEN: Does not my hon. friend think that the export of electric power to the United States would help build up their industries to the detriment of Canadian industries?

Mr. MANION: Of course, this development of water-power might be carried on and the power exported, but it is for the