A similar statement might be made concerning the 36,000,000 cords of pulpwood. If even 20,000,000 tons of paper were produced, the total saving, at $2.50 per ton, would be $50,000,000, or if but half were exported by water, at least $25,000,000, would be saved.

A similar handicap is shown in exports. We have 3,500,000,000 feet of timber behind the French River waterway, on a conservative estimate. On this total, if merely 80 per cent is exported, the saving would be about $5,000,000, estimated at $1.75 per M.

The annual saving on these three commodities, lumber, pulp, and paper, would total over $1,300,000, putting the saving at the lowest possible figure.

When we consider what our mines have given to Canada and the world in the short space of time that they have been producing, it seems scarcely credible. In some twelve years Cobalt has given $170,000,000 in silver, and Porcupine over $40,000,000 in gold, or a total in gold and silver of $210,000,000, while the Sudbury nickle area has given $250,000,000. These three areas, then, have aggregated almost $500,000,000.

New Ontario is producing 91 per cent of the silver of Canada, 58 per cent of the gold of Canada, and 90 per cent of the nickle of the world. Surely such a territory is entitled to the small consideration that would be required for the construction of this waterway, which would pay for itself in revenue from power, and over and over again in savings on imports and exports every four to six years.

We also feel that the Federal Government would do well to take measures to encourage the development of our great iron deposits. At present it is impossible for them to compete with the deposits of the great Missaba range, but they are more and more coming into prominence, and a small bounty of 50 cents a ton might make them marketable, and might make New Ontario one of the great steel producing lands of the world. since her resources are practically inexhaustible stretching from the Atikokan North of Port Arthur and to Timagami North of North Bay.

The French River Waterway would provide another great Lakes Eastern Terminal for the grain flow from the west. It would connect the great Lakes with Lake Nipissing where three Transcontinental railways stand ready to carry the grain to seaboard. Here we have the shortest all rail route to the sea of any line American or Canadian, The Canadian National is only 331 miles to seaboard at Montreal. Should elevators be placed at the east end of Lake Nipissing, the wheat might be carried eastward as required by the eastern markets throughout the year and thus relieve congestion in the west. If this is a fact to-day when only 120,000,000 bushels are produced what will be the case when the total rises as the grain exchange expect next year to 160,000,000 bushels and possibly to 200,000,000 bushels within a few years. Evidently additional traffic routes are necessary as well as outlets by water and rail to the seaboard. Some 66 per cent of our grain is finding its way to American ports and going to swell American revenues. The French River waterway can successfully compete against this route as it is almost 400 miles shorter to seaboard and Montreal has equally good ocean rates with New York or any American ports.

The problem of unemployment is fast reaching a crisis and the resumption of this work is at once possible, since surveys have been made, plans, profiles, and specifications prepared and estimates recently revised, thereby affording immediate employment for a large number of men. I may say, Mr. Speaker, that there is a lot to be said in connection with the French River waterway, but without going into the matter in further detail, I would ask to be allowed to quote this extract from an editorial published not long ago by the Toronto Globe in its issue of March 17:

> The extension of the pulp and paper industry proceeds steadily. The paper and pulp exports of the Dominion may soon surpass those of all other manufactured goods.
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> All this requires power in enormous quantities. During the past decade $32,000,000 have been expended north of North Bay for the development of water powers. The total Hydro energy already in use is estimated at 126,000 horsepower, and projects are under way—chiefly for the equipment of paper mills—which will add 146,000 horsepower to this total.
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> There is urgent need for more, yet all this time the French River—owned by the Dominion Government, with three fine power sites capable of developing over 35,000 horsepower and the inexhaustible dam of Lake Nipissing to insure a continuous flow—remains undeveloped. The people of North Bay assert that a market can be found for this power at prices which would yield over $800,000 yearly, a sum greater than the interest on the building of a modern canal with locks connecting the Georgian Bay with Lake Nipissing.
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> Most of Canada's canals have been built at the expense of the taxpayer, without any income offset to lessen the drain on the public treasury. Here is one which can be so constructed that the water power by-product will, in the opinion of competent judges, pay the whole shot.

We, therefore, in view of the large and great gain that will accrue, not only to this section of Ontario, but to the whole Dominion, urge that the French River waterways