

means that the Canadian shipper has to take the option of putting his cargo upon river boats and sending it through the canal to lake Ontario, and thence to Montreal, or of sending it through Buffalo to New York by rail. When the Welland canal is deepened, we shall have an uninterrupted lake navigation system to Kingston, at the lower end of lake Ontario. Then Canadian wheat can be brought down to the end of lake navigation, and carried thence on river boats to Montreal.

Some one said the other day—I think it was the hon. member for East Simcoe (Mr. Bennett)—that when the grain reaches the end of lake Ontario there is a danger of its being diverted to Oswego and thence to New York. I do not think there will be any difficulty in this regard, because the grain having reached the lower end of lake Ontario, the shipper will have the option of sending it to Montreal by water or sending it to New York by rail, and when it comes to a choice between river transportation and rail transportation, the former is always considered the more advantageous.

For my part I am, as I have always been, in favour of the deepening of the Welland canal and of improving the St. Lawrence navigation system. But, I shall be asked, if that be the case, what would be the advantage of having another water route by way of the Georgian bay and Ottawa river? There are two reasons for this, and one of them is that the trade which is looming up in the West will in the future be so vast that it will require all the facilities we can afford to carry it. I do not think we have a sufficient appreciation, not merely of the possibilities but of the certainties of the development of Canadian trade. We have only to compare the tonnage of the vessels passing through the St. Lawrence Canal system with the tonnage which passes through the most famous canal in the world, the Suez canal, to see the immense difference there is between the possibilities of the one and the possibilities of the other. The Suez canal serves as a means of communication between 300,000,000 people in Europe and 800,000,000 people in Asia. The total tonnage—I have not the data for the last year or two, but I am sure that the amount cannot have varied very much, because the canal has reached the limit of its possibilities—the total tonnage which passed through the Suez canal in one year never exceeded, I believe, more than 50,000,000 tons, whereas,

last year alone, on the Canadian canal on the St. Mary's river the total tonnage exceeded 39,000,000 tons. Assuming that there is as great a tonnage on the United States side, the total would be 60,000,000 tons, more than four times the tonnage of the Suez canal; and we are only at the beginning of our development.

We obtain a very good idea of the development of Canadian trade if we simply compare the tonnage passing through the canal on the Canadian side of the St. Mary's river in the year 1912 with that of the year 1902. In 1902 the tonnage which passed over the Canadian canal on the St. Mary's river was about 4,500,000 tons; in ten years it increased to the enormous figure of 39,000,000 or more, so that in within a decade the tonnage passing over the canal doubled and trebled and quadrupled, and it still increases. This is sufficient qualification not only for our having what facilities we have to-day, but for our providing for the future also. There are 100,000,000 people to-day in the North American continent, and it is safe to assume that within the next 100 years that figure will increase to 250,000,000. These are people of the greatest commercial races of the world, so that there is no limit not merely to the possibilities but to the certainties of trade development on this continent.

In considering a policy of improving the waterways of the St. Lawrence and Ottawa rivers, we have to consider that we should provide for increase of trade not only on the Canadian side, but also on the United States side. The people of the United States have the same right to the use of the waters of the St. Lawrence as we have, and if we build a canal we do so for the purpose of drawing trade not only from the Canadian side but from the United States side as well. All the great states south of lake Superior—Illinois, Wisconsin, Minnesota, the Dakotas and Montana—always seeking water navigation, send their cargoes through seaports on the United States or the Canadian side and over the St. Lawrence system. If we have these advantages on the St. Lawrence, what would be the advantage, it may be asked, of developing another system in the Georgian Bay canal and the Ottawa river. It is simply a matter of distance. If you look at the map, you find that the waters of the St. Lawrence system, as they recede from lake Superior and advance eastward, take a southerly direction until they reach Detroit, and then come back towards the north.