

the area of the United States; they have a population 14,000,000 less than that of the United States; they have less than half the accumulated wealth of the United States, and the soil and climate are no better. The reason for the vast difference in the amount of foreign commerce is the transportation triangle, as it is called, which is more completely and symmetrically developed in those particular countries than it is in any other place in the world. They have two-and-one-third times as many miles of railway in proportion to area as the United States. Their 41,200 miles gives them one mile of road to each 5.6 square miles of territory, while the 230,000 miles of railway in the United States in 1907 gives an average of one mile of railway to each 13.1 square miles of area. They have a system of waterways unsurpassed and unequalled elsewhere. According to a statistical year-book, Germany has 8,545 miles of waterways classed as navigable; this includes the estuaries of the larger rivers which are used mainly by seagoing vessels, certain canals built partly for drainage purposes, and some small streams which are only occasionally navigated. Omitting these, there are 6,215 miles of improved inland waterways which are in constant use. Holland has 2,960 miles of canals and navigable rivers, and Belgium 1,367, which makes a total for the three countries of 10,542 miles of waterways. I could give figures also with regard to France, which has 10,350 miles of navigable waters, of which 7,485 miles are regularly used. Coming to Great Britain and Ireland, we find that she has a foreign trade greater than that of any other country in the world, which is no doubt due in a measure to the fact that no spot on the British Isles is more than 100 miles from the sea. In the United States the states that touch the lakes rank first, second, third, fifth, eighth, ninth, tenth and thirteenth in value of products.

Many arguments and reasons have been submitted to-night to prove the necessity of the Government undertaking, at as early a moment as possible, the important public work of improving the Ottawa and French River waterway. I shall touch upon only a few of the points that have been raised as the question has been gone into fully by previous speakers. One question of importance is that of water-power. According to a publication issued by the Commission of Conservation, in 1911, entitled 'Water-powers of Canada' the estimated

water area of Canada is 125,755 square miles, as compared with a water area in the United States, exclusive of Alaska and foreign possessions, of 52,630 square miles. In other words, Canada has almost two and a half times the water area which the United States has. Ontario has 40,354 square miles of water area, exclusive of any portion of the Great Lakes or any arm of the sea; and this area is over 75 per cent of the total water area of the United States. One estimate, according to this publication of the commission, places the total water-power of Canada at nearly 17,000,000 horse-power, and it also states that the total water power developed in Canada in 1910 was only 1,016,521 horse-power or practically one-seventeenth of the available horse-power. In connection with the Ottawa river and the French river and their respective tributaries it is estimated that there is anywhere from one million to three million horse-power available for development. These powers have lain dormant and it seems to me that it is time we harnessed them so as to use the energy which could be derived from them. It is also a fact that along the St. Lawrence river there are many valuable water-powers. The striking difference between the water-powers along the Ottawa and French rivers and those of the St. Lawrence is that the St. Lawrence powers are all international. By the Burton Act, the United States has the right to import into the United States one-half of the electric power developed in Canada along international waters. Canada agreed to one-half indefinitely and agreed to two-thirds until such time as Canada needs it, which will probably be a very remote period. At all events, the United States is entitled to have imported into that country one-half of the power generated in Canada along international waters. Therefore, in that respect alone the question of the development of power is a very important one, especially in so far as the Ottawa river and its tributaries are concerned, in view of the fact that these powers are entirely within our own territory. The present Government, as we are all aware, have committed themselves to the enlargement of the Welland canal. This enlargement will no doubt entail an expenditure of some \$40,000,000 or \$50,000,000, and I am frank when I say that I believe it is practically useless to deepen the Welland canal until the whole St. Lawrence system is improved. In that connection I would like to refer for a moment or two to a very important

[Mr. G. V. White.]