

is evident, therefore, that by the Georgian bay route there would be a saving of 282 miles over the present Canadian route, and over the American route a saving of 806 miles. The saving in mileage over the American route is sufficient to divert a large amount of the traffic which is now going by American channels. In time, there would be a saving of three days in the round trip from the Georgian bay to Montreal and return. I think, Mr. Speaker, many members of this House will be surprised to know that at the present time over 75 per cent of the grain of the Canadian west passes through American channels. This is the trade that the Georgian bay canal will divert; this is the trade that it will capture. It has been argued by some of the opponents of the Georgian bay canal scheme that it is too far north, but I am sure there is very little difference between the possible number of days that this canal can be opened, and the number of days that the other route can be kept open. The number of days, I understand, during which the canal could be opened would be about 210.

We may talk about the tariff, we may talk about building Dreadnoughts, and all the other numerous matters that come before the House, but the thing that is of real importance to the farmers of this country is the transportation problem. Do something to lessen the cost of transporting his grain to the markets of the world, by three cents per bushel, and you will help the farmer more in that way than you can in any other form.

What does that mean? To the farmers of the Northwest this year it would mean about 3 million dollars on a hundred million crop.

It is estimated that it will take ten years to complete the canal; by that time it is safe to say the crop of the Canadian west will have reached 300 million bushels of wheat and at the same rate of 3 cents per bushel would mean 10 million dollars in the farmers pockets.

Also, one of the great advantages of the construction of this canal will be to create practically an unlimited water-power more than as at present developed, and which will be valuable for all kinds of industries. It is estimated that more than an additional million horse-power will be created by this new canal, and I think it is a conservative valuation to say that I think it will be worth \$25 per horse-power, or 25 million dollars of value to this country. Another advantage would be that towns and industries would spring up all along the canal because the country through which it would pass is full of wealth and resources of all kinds. This has happened along the Erie canal, and it would happen along the Montreal, Ottawa and Georgian

Bay canal. Let us see some of the benefits that would be derived. Large pulp and paper mills would be established with cheap power and the exporting of pulp-wood would stop to a great extent. Large flour mills would be established. To my mind, the day will come when we will cease to export wheat, and will grind it into flour and will retain the by-products for the use of our farmers to feed to their cattle, and will export the flour only. I am sure that a large number of men would be employed and this would be a great benefit to Canada. Cement works will spring up, we will have numerous plants like that at Hull and we will be exporting cement in place of importing it. With cheap transportation afforded to the markets of the world, the development of the great natural water-powers along the route, and economical coal supply, a great manufacturing and commercial development will take place.

Deposits of iron are lying dormant to-day because of the lack of transportation facilities. It has been stated by eminent authorities that Canada is destined to be one of the greatest countries in the world for the manufacture of iron and steel. The place occupied by iron and steel in the industrial world has not been over-estimated; the fact that present reserves, though undoubtedly large, are being steadily invaded, has caused a great uneasiness and has forced far-sighted men to look for new and larger sources of ore supply. On the other hand, Canada possesses large deposits of iron ore which have been allowed to remain untouched just for the want of cheap transportation, to link our coal fields with our iron mines. There is no reason in my mind why these large deposits should not be utilized and why Canada should not become one of the greatest iron producing countries in the world.

Upon the floor of the House, and upon the campaign hustings in these days of party strife, we hear much about the national debt, but one thing I wish to inform the House, whether I am here for four years or twice four, I will never regret having given a vote to increase the national debt so long as I know that the country has a good live asset for the amount of the increase, or that we have improved our position. I ask you, if a great company, if a great corporation, hesitate or shrink at the thought of adding a few dollars to their indebtedness? No, if they are going to improve their position, if they are going to improve their facilities for doing business, they go ahead and borrow the money. Does a private business man hesitate at the thought of borrowing a few dollars from a bank if by that loan he knows he is going to improve his position for doing business? No, Sir, the farmers of this country will