

So we see that in this one commodity alone, if we undertook to develop our own mines, there would be no question about a return cargo. Besides, there are large quantities of pulpwood which could be exported by this route, and also, as I stated before, the establishment of pulp and paper industries would result from the development of the water-powers on the route. Then, there is the question of iron. The total quantity of iron ore passing through the Soo canal in 1909 was 39,994,693 tons. Without cheap water transportation, it is doubtful if one-hundredth part of this enormous output would be moved. Then, there are other minerals such as marble, which is found in large quantities along the route, at Portage du Fort, Arnprior and other points, also phosphate, peat and many other minerals. The general merchandise would consist of traffic between eastern Canada and the Northwest, local traffic between points along the route of the waterway, and also the traffic between New England and the western states, for which this is the natural route, all of which would help to build up traffic for this canal.

Now, I have taken from the government reports of 1908 the following statistics:

Welland Canal.

Total quantity of freight passed on the Welland canal during season of 1908:—

1,292,493 tons eastward,
410,960 " westward,

1,703,453 " total.
8,024 " were way or local freight.

1,695,429 " east and westbound through freight.

Of this quantity—

767,118 tons eastbound through freight carried by Canadian vessels.
518,111 " eastbound through freight carried by American vessels.
154,203 " westbound through freight carried by Canadian vessels.
255,997 " westbound through freight carried by American vessels.

1,695,429 = total of 921,321 tons by Canadian vessels,
and " 774,108 tons by American vessels.
1,695,429

Or, in other words, of the eastbound traffic, American vessels carried 40.3 per cent of the total, and of the westbound traffic, American vessels carried 62.4 per cent of the total. Of total east and westbound traffic, American vessels carried 45.6 per cent.

St. Lawrence Canals.

Total quantity of freight passed through these canals in 1908 was:—

1,424,646 tons eastward,
584,456 " westward,

2,009,102 " total.

East and westbound through freight—

1,315,682 tons eastbound,
257,317 " westbound.

1,572,999

Or, in other words, only 16.3 per cent of the total was westbound traffic.

So, those who use the argument with regard to the Georgian Bay canal that there will be no return cargoes may well look at the statistics shown in the government reports with regard to the St. Lawrence canals, and consider what a small part of that traffic is westbound.

Welland and St. Lawrence canals.—Through traffic between Montreal and ports on Lake Erie, 1908. Michigan, &c.

The total quantity of through freight passed eastward and westward through the Welland and St. Lawrence canals from Lake Erie to Montreal was:—

864,926 tons eastward to Montreal.
3,472 " westward from Montreal.

868,398 " total.

Welland and St. Lawrence canals.—Through freight from United States ports to United States ports, 1908:—

209,518 tons eastward.
239,136 " westward.

448,654 " total.

The total quantity of freight passed through the Welland canal from United States ports to United States ports in 1908 shows an increase of 51,997 tons as compared with the previous year, 1907.

Comparative statement of the traffic of all canals for the years ending December 31, 1907 and 1908:—

Freight.	1907.	1908.
Grand total ..	20,543,639 tons.	17,502,820 tons.
	Decrease over 1907 of 3,040,819 tons.	

According to these figures, Canadian traffic through these canals has decreased, while American traffic has increased.

At six o'clock, House took recess.

After Recess.

House resumed at eight o'clock.

Mr. G. V. WHITE. At six o'clock, Mr. Speaker, I was pointing out to what extent our American neighbours were using the Welland and St. Lawrence canal systems. I have here some extracts from a report by Mr. F. C. Stevens, Superintendent of Public Works for the State of New York. In a recent report to the government of that state, he advocates the construction of a 21-foot canal connecting Lake Erie and the Hudson river at a cost of \$198,000,000, and he also advises the government of that state to build this canal before the Georgian Bay canal is started. I will just quote here a short extract from that report: