

comprehensive understanding of the whole question, as set out in the reference to the Advisory Board.

And here may I be permitted to refresh the memory of the right honourable gentleman and honourable members, as to what that reference was, as given in the Order in Council establishing the Board:

The Minister is of the opinion that it would be in the public interest to constitute a National Advisory Committee to consider generally whether or not the project would, if completed be beneficial to Canada; whether the benefits which might accrue and the pecuniary returns direct or indirect which may be anticipated from it are such as to counterbalance its disadvantages, if any; whether your Excellency should indicate a readiness to enter into discussions with the United States of America looking towards the negotiation of a Treaty for the carrying out of the necessary work, and what should be the character of the stipulations which any such Treaty should contain.

The Minister accordingly recommends that a National Advisory Committee be constituted for the purpose aforesaid.

I do not wish to take up too much of the time of this Chamber in a lengthy explanation of the nature and volume of the information gathered by the Advisory Board, but may I say at once that we had the very exhaustive and complete report of the International Joint Waterways Commission, of which the Honourable Mr. Magrath, now Chairman of the Ontario Hydro-Electric Power Commission, was Chairman. Under his able direction invaluable information was collected from grain men, from shipping men, from railway men, from power authorities, and from all who might be directly interested in this project. The net result of this thorough and extensive inquiry was the conclusion as set forth in the report of the International Joint Waterways Commission in its summary of conclusions. This conclusion is as follows:

As to the economic practicability of the Waterways, the Commission finds that, without considering the probability of new traffic created by the opening of a water route to the seaboard there exists to-day between the region economically tributary to the Great Lakes and Overseas points, as well as between the same region and the Atlantic and Pacific seaboard, a volume of outbound and inbound trade that might reasonably be expected to seek this route sufficient to justify the expense involved in its improvement.

We had also before us the report, with appendices, of the Joint Board of Engineers—and a very complete and able report it was—made by the joint engineering body, consisting of six eminent engineers, three of whom were Canadians and three Americans. Of necessity, in preparing their report, they also made an exhaustive study of the economics of the proposal, and had the latest

and best information from the highest authorities regarding all matters to which the right honourable gentleman (Right Hon. Mr. Graham) has referred.

We also had at our disposal a report by a body known as the Inter-departmental Committee, made up of members from various departments of Government which would be affected in any way by the deepening of the St. Lawrence Waterways. The function of this body was to gather information which would have a direct bearing upon all the points referred to by the right honourable gentleman.

In addition to the instances which I have cited, we had at our disposal the valuable records of the Montreal Harbour Commission in regard to the trade and commerce of the country going through that port. And here may I give some figures which I feel will be of interest to honourable gentlemen, as showing the increase and the volume of grain shipments through the port of Montreal:

1921.. . . . .	138,454,000 bushels
1922.. . . . .	155,000,000 "
1923.. . . . .	120,200,000 "
1924.. . . . .	165,650,000 "
1925.. . . . .	166,200,000 "
1926.. . . . .	135,000,000 "
1927.. . . . .	195,000,000 "

I give all these figures to show the consistency of the movement through the St. Lawrence and through the port of Montreal. I would like also to give a few more figures. After canals were deepened to 14 feet, tonnages increased as follows:

1900.. . . . .	1,310,000 tons
1925.. . . . .	6,200,000 "
1927.. . . . .	8,000,000 "

In 1927, out of a total movement of some 195 million bushels, approximately 135 million bushels was waterborne.

In this connection, perhaps honourable gentlemen will be interested in knowing that in addition to the movement of Canadian grain through the port of Montreal, the St. Lawrence route has attracted through this port a large and increasing quantity of American grain, which last year reached the total, in round figures, of 91 million bushels.

Hon. Mr. McLENNAN: Is that in addition to the 135 million?

Hon. Mr. McDOUGALD: No; 135 million was the total, and out of that 91 million bushels was American grain.

Honourable gentlemen may be further interested in knowing that large shippers of grain from the American Middle West during