

through to the Georgian Bay, that a certain amount of through traffic will come that way. * * I think it would enhance the value of forest products that now in many sections is a tax on the farmer to get rid of and clear his land of. * * Speaking generally, there is considerable coarse freight up through the section of country that would be traversed by the proposed canal, and to a given point the increased accommodation would mean cheaper rates. You bring the back country to the front and make patches of land workable that otherwise is not. There is a large section in that country that is not now, and never will be, accessible to railways, and I think that the canal will bring more facilities for transportation to a larger area of country than would be the case if the same amount that would be required for the completion of the canal were expended in extending the railways, no matter where you might locate them, because it is not simply the extent of country that would be served, but I attach GREAT IMPORTANCE to the INFLUENCE which the canal would exert, as a government work in regulating freights. There are periods or occasions when all the means of transportation combined are insufficient to meet the demand."

Mr. BOYD: "The quantity of forest products remaining throughout this section of country is SOMETHING ENORMOUS and is difficult to estimate. Besides the pine timber there is hardwood, such as birch, ash, elm, beech, maple, etc. There is black birch, which is very similar to cherry and is used extensively in the manufacture of furniture. Hemlock for lumber and railroad ties and hemlock bark which is used for tanning purposes; cedar for telegraph poles and railway ties, for shingles and cedar paving blocks; hardwood for staves, and an abundance of pulp wood, basswood, poplar and white wood, besides an enormous amount of hardwood fuel; for the purpose of manufacturing pulp they use large quantities of soft wood for generating steam. The quantity of ash is very great and valuable. There are great quantities of black ash close to the line of the canal as well as further back along these streams I have spoken of. The birch is further up the streams. It is not quite so convenient to the canal as the ash but both birch and ash might be counted by the million feet, board measure. It is hard to make an estimate of the whole of the forest product, but I do not think it too much to say that from 2,000,000 to 4,000,000 tons from EACH OF SOME DOZENS OF TOWNSHIPS would be available. The day has gone by when people think of burning up the wood in the course of clearing. It is too costly a process for the agriculturalist while there is so much ready cleared land in the West. I think, therefore, that the timber which is here now will be largely here, when the canal is completed, and because the present facilities are so poor that it does not pay to get large quantities out."

JUDGE WELLER: What effect would the building of the canal have as to those streams?