

tributary to the great lakes, which area would be directly benefited by the construction of the Montreal, Ottawa and Georgian Bay canal, was about 580,000,000 bushels, or 17,577,000 tons. The shipments of wheat from this tributary area were over 9,000,000 tons. The shipments eastward from Chicago, Milwaukee, Duluth, Port Arthur and Fort William, of wheat alone, during the year 1908 amounted to 132,001,285 bushels, or over 4,000,000 tons.

Of corn, the country tributary to the great lakes, during the year 1908, raised 1,770,000,000 bushels, or 50,610,057 tons. Chicago alone has shipped in a single year upwards of 3,700,000 tons.

Of flour, Minneapolis alone shipped, during the year 1908, 14,156,164 barrels of flour, or about 1,575,000 tons. The export of flour to Great Britain and Europe from Atlantic ports in 1908 totalled 11,644,400 barrels, or 1,300,000 tons. The consumption of flour in eastern Canada and the New England states, the great bulk of which is supplied by the area tributary to the great lakes, amounts to about 9,000,000 barrels, or 1,000,000 tons.

Of other grains, the receipts of grain other than wheat and corn, at five northern Atlantic ports, for domestic consumption and export, in 1908 amounted to 58,606,000 bushels, or over 1,670,000 tons.

From the above it is evident that the item of grain alone furnishes a present volume of traffic, as follows, for which the Ottawa is the shortest route, and the great bulk of which it is bound to attract:

	Tons.
Wheat for export..	3,600,000
Wheat for domestic consumption ..	1,000,000
Corn for export..	2,200,000
Corn for domestic consumption.. .	1,000,000
Flour for export..	1,300,000
Flour for domestic consumption.. .	1,000,000
Grains other than wheat and corn, export and domestic..	1,600,000
	11,700,000

For meat products, live stock, &c., the Georgian Bay route, being in a northern climate, would be especially adapted. Shipments of live stock and dressed meats from the west reach an enormous aggregate and constitute a most important traffic, a single Chicago firm paying out as much as \$800,000 per month for freight charges. Chicago alone, according to the latest report of the board of trade of that city, ships annually upwards of 1,000,000 tons of dressed meats, and 200,000 tons of lard, besides 4,439,166 head of live stock. During the year 1908 the receipts of live stock from the west at three Atlantic ports were 8,953,899 head. The exports of hog and beef products from Atlantic ports in 1908 amounted to 631,948 tons. It may be safely asserted that almost the entire bulk of the export trade of western farm produce will be diverted to the

Ottawa route, as well as a large proportion of the traffic for domestic consumption.

The following shows the extent of the export of farm produce from Atlantic ports during the year 1908. In many other years this amount has been greatly exceeded, and with the favourable rates and great shipping facilities afforded by the Ottawa water-way a great increase in this export trade is assured:

EXPORT FROM ATLANTIC PORTS.

	Tons.
Wheat..	3,600,000
Corn..	2,200,000
Flour..	1,300,000
Grains..	250,000
Meats..	1,000,000
	8,350,000

Practically all of which would be routed via the Ottawa water-way.

Lumber will undoubtedly furnish a great amount of traffic for the canal. The pine cut annually in the Ottawa district represents an annual freight of not less than 2,000,000 tons sawn lumber. Including hardwoods, rough lumber, firewood, ties, posts, poles and other forest products, the output without any increased cut of pine will probably not fall short of 4,000,000 tons yearly, and may greatly exceed that amount.

During the year 1908, the lumber output of the Ottawa valley amounted to 475,000,000 feet board measure. In 1909, it increased to 500,000,000 feet board measure. I have taken the trouble to get some figures regarding the quantity of lumber shipped from Montreal to England in 1908 and 1909. In 1908, there was exported 94,397,894 feet; in 1909, 102,499,883 feet, or an increase for 1909 of 8,101,989 feet. With regard to the lumber on the Ottawa, I have a letter from one of the large mill owners there, in which he says in a postscript:

If we had water shipments, I think that fully one-half of our output could go to water points, perhaps more.

So that you see that from the Ottawa valley alone, the lumber trade would be a very important factor. At present, as we all know, there is any quantity of hardwood in the Ottawa valley which has to be left rotting in the woods for the simple reason that it is impossible to bring it down in tows as we float soft wood.

The quantity of coal, is another important matter. I find here that 9,902,460 tons of coal passed through the Sault Ste. Marie canal in 1908. I got some figures of the imports of coal in reply to a question I put on the order paper, and I find that there was imported into the Dominion from the United States during the fiscal year ending 31st March, 1909, 10,142,798 tons of coal, and of this amount the province of Ontario alone consumed 8,670,505 tons or about 85½ per cent. Taking the