

is the mainland of New Brunswick and Nova Scotia. Immediately south of that again is Chignecto bay. There is a small strip of land about 16 miles in length separating the Gulf of St. Lawrence or the Northumberland strait from the water on the east coast of the New England states.

In ten years' time when the seaway becomes overloaded we might be told in eastern Canada that if we built a Chignecto canal it would double the traffic in the seaway. One hundred years from then we still would not have a Chignecto canal.

It seems to me that before we have an all-Canada seaway it would be more national in scope if the Department of Transport considered seriously building a Chignecto canal. It would only be 18 miles long. The canal in central Canada will be hundreds of miles long yet it is being built.

I would suggest this is the time for this committee and the Department of Transport to seriously consider making a survey and to start building this long needed and much desired canal.

If it were built, 600 miles would be cut off the distance that ships must travel from the New England states to Montreal; at a great savings. Ships travelling from Montreal to the New England states must now go into the Gulf of St. Lawrence around Cape Breton island and south from there. With the building of the Chignecto canal 600 miles would be cut off that distance. This would assist lake shipping because it would provide an all-protected route. Lake ships cannot now go down to Halifax, Saint John and Boston, because they would have to go out into the Atlantic. We could provide an all-protected waterway by building a 16-mile canal between New Brunswick and Nova Scotia. The building of this canal was promised a long time before a central Canada canal. I think it was first considered in 1836.

Mr. RYNARD: It was in 1832.

Mr. CREAGHAN: Since 1832? Talk of that canal has been going on in Atlantic Canada; long before Confederation. It would improve lake shipping, it would improve the seaway and it would be good for the nation as well as being good for Atlantic Canada.

Could the director supply this committee at a later date, if he cannot do so today, with a statement regarding the views of the Department of Transport in respect of conducting a new survey in regard to that canal?

Surveys have been conducted by private industry in New Brunswick and Nova Scotia for many years. A recent survey was conducted in 1957 by a new Canadian immigrant professor of St. Joseph's University. That was given a lot of publicity in the last three or four months. I wonder if the director is familiar with this new survey and whether or not the department has any new plans.

Mr. HEES: This project has been looked at from time to time in the past. The surveys in the past did not indicate to the previous government—that this government—that there was economic justification for building a canal. Now we have asked the Department of Public Works to make a preliminary engineering review and bring engineering costs up to date and to give us a cost estimate. When we receive that we will make another economic study to see whether or not there is a better picture than was evident before. The matter is under study by the department at the present time.

Mr. CREAGHAN: Thank you. The most important point that has always been neglected in previous surveys has been that there is not enough shipping in the local area to warrant it. On a national basis it would mean that the lake boats which come down to Richibucto and Newcastle and other little ports on the east coast of New Brunswick to get pulp-wood or some such thing