

I am not surprised at the remark of the hon. member for West Hastings (Mr. Brown), because when this canal is completed, it will terminate at the Bay of Quinté in his constituency. It must be very gratifying to him to know that the Government since its formation have taken a very great interest in this work. If the Government have had no other support from the hon. gentleman, I am glad to know he is willing to support them in this work, which will be of such paramount importance to the constituency he represents.

Mr. MACKENZIE. The proper course, as I have always held, is, that if works of this kind are to be kept up at all they should be kept up by the Local Government. The Rideau Canal is another case similar to that. We expend \$50,000 per year on it, and only receive \$6,000 or \$7,000 revenue from it. What is the use of that canal to the trade of the country, surrounded as it is by railways. With regard to the transshipment navigation, I was not the first Minister of Public Works that proposed this course; the present Minister of Public Works took the initiative in that matter.

Mr. BOWELL. That is true, but the hon. gentleman should have been candid enough to state that when the late Minister of Public Works offered to transfer them to the Local Government, it was with the distinct understanding that they should be kept up. The hon. gentleman transferred them without any such condition.

Mr. CAMERON (Victoria). He transferred them, although he had the distinct statement of the Ontario Government that they would not keep them up, and the only Statute authorizing the transfer stipulates that such works can only be transferred for the purpose of maintaining them.

Mr. MACKENZIE. I do not intend to discuss that matter to-night further than to say that the works were practically mixed up then. They cost \$6,000 per year and their revenue last year was \$290.57.

Sir CHARLES TUPPER. As the hon. gentleman has complained of my not giving him sufficient information in reference to this I will read my report to Council. It is as follows:—

"COPY OF REPORT TO COUNCIL, No. 17,495, APRIL 8, 1882.

"(Order in Council, No. 94,566, April 17, 1882.)

"The undersigned has the honor to represent that from time to time during many years past, as shown in successive annual and other reports, the establishment of a line of water communication between Lake Ontario, at the mouth of the River Trent, and Lake Huron, through the utilizing of existing river and lake waters, has been under consideration.

"That in 1833 a survey of the section of country extending from the mouth of the Trent to Rice Lake, was made by Mr. N. H. Baird, and in 1835, a further survey was made by him, dealing with the remaining section between Rice Lake and Lake Simcoe. The contemplated course being as follows:—"Through the River Trent, Rice Lake, the River Otonabee and Lakes Clear, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 166 miles from Trenton. From Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence by the River Severn to Georgian Bay, Lake Huron, the total distance being about 235 miles."

"That operations were thereupon commenced, but were subsequently in 1839, suspended, owing to lack of funds, and that in 1841 at the time of the Union, the scheme of forming a line of through communication was laid aside. The works were, however, utilized and others were executed to aid in the passage of timber, for which purpose and for what use they have, in part at least, been maintained ever since. The dimensions of the Dominion Locks are 133 feet 6 inches in length, by 33 feet in width, with 5 feet of water on the sills.

"That in consequence of representations made and the reception of various petitions from parties interested, an appropriation was voted during the last Session of Parliament to cover the cost of a further survey and examination of the rivers and lakes lying between the Bay of Quinté and Georgian Bay, and that under date the 20th instant a report has been received from Mr. Thomas Rubidge, the engineer appointed to conduct such survey.

"That under instructions, Mr. Rubidge has directed his attention more specially to the determination of points where the construction of works would afford the greatest immediate advantage to local navigation, such works being at the same time, an integral part of any greater scheme of through communication which may hereafter be carried out. His report accordingly deals exclusively with that chain of lakes desig-

nated by him the 'Back Lakes,' which form the head waters of the River Otonabee and extends from Lake Kitchiwanno to Balsam Lake, the summit waters of the projected canal, this chain forming part of the main line of communication recommended by Mr. Baird.

"That Mr. Rubidge's report favors the construction of the following works, the estimated cost of which is given:

"1. Fenelon Falls, two locks and swing bridge, opening out the route from Balsam Lake to Mud and Scugog Lakes	\$100,000
"2. Buckhorn Rapids, one lock connecting Pigeon and Buckhorn Lakes with Deer Bay.....	50,000
"3. Burleigh Chute and Falls, three locks and dam, to connect Deer Bay with Stoney and Clear Lakes.....	140,000
	\$290,000

"That by the works named communication would be opened between Lakefield at the head of the Otonabee Rapids, about six miles from the town of Peterborough, and Lake Sturgeon, a distance of 45 miles; thence to Cobocook on Gull River, flowing into Balsam Lake, a distance of 15 miles, a southern route being opened from Lake Sturgeon to Port Perry on Lake Scugog, a distance of 35 miles, by means of an existing lock at Lindsay, built by the Ontario Government in 1879.

"That in addition to the above the construction of these works would open up some 55 miles of lateral navigation, making a total of 150 miles, bringing a very considerable extent of country into direct communication with the western and southern railway systems of Ontario.

"That a report made by the Chief Engineer on the 29th ultimo, shows that the upward route to be followed by a vessel upon the completion of the works suggested, would be as follows:—

"Starting from Lakefield, a lock at Young's Point, built by the Government of the Province of Ontario, gives access to Clear Lake and Stoney Lake, at the head of which the two proposed new locks at Burleigh Falls and the one new lock at Burleigh Chute, would open communication with Deer Bay, a further new lock at Buckhorn Rapids giving a passage to Pigeon Lake; at Bobcaygeon a lock was built in 1857 by the Canadian Government, connecting Pigeon Lake with Sturgeon Lake, while the construction of the two new locks at Fenelon Falls, would afford access from Sturgeon into Cameron's Lake; whence by means of a lock built by the Ontario Government, a vessel could pass up to Cobocook, and so through to Balsam Lake, the summit waters; of the several works specified, the Chief Engineer considers those at Fenelon Falls to be the most important.

"The Minister recognizing the fact that the interests of a very large section of country would be served by the opening up of navigation in this district, and that the works as above set forth are the best calculated to meet immediate requirements, while being at the same time of use in any further development in this direction, recommends that the sum of \$290,000 be placed in the Supplementary Estimates for the years 1882 and 1883, to be laid before Parliament during its present Session."

Mr. BROWN. There was a Committee of this House appointed and evidence was brought to show that there was nothing like the amount of land affected that was generally supposed—between 20,000 and 30,000 acres; there was nothing like that quantity of land. I recollect the late Mr. Keeler was anxious to have this land reclaimed.

Mr. BOWELL. Mr. Keeler was never in favor of the renewal of the dams.

Mr. BROWN. Yes, he was decidedly, as he showed by his report. As to the transfer of the works to the Ontario Government, I recollect the time when the late Sandfield Macdonald was urged to assume those works, and he would have nothing to do with them; the Dominion Government had them and they must keep them.

Mr. HILLIARD. I am sorry to hear the hon. gentleman speak so disparagingly of our waterways; I think they are able to maintain themselves. The fact that we find such a great difference in railway rates between summer and winter should cause us to maintain our waterways. I contend that this waterway is worthy the attention of the Government. If the hon. member for Lambton should visit those water stretches I am sure he would call them magnificent. Between the Bay of Quinté and Georgian Bay we have 160 miles of navigable waters. I maintain that freight can be carried cheaper through this route than by any other route. Here we have complete land-locked navigation perfectly safe and free from storms. It is desirable that the Dominion Government should adopt some plan to avoid the numerous accidents that occur on the larger lakes. Take as an instance the accident that occurred last fall on Lake Ontario, when the *Zimmerman* was lost. When we consider that the great North-West is opening up, and