

essential to that trade, the people of the United States should contribute towards its construction. Moreover, any trade we had with the United States would go by the way of the Strait of Cauzo, and not by the tortuous and dangerous navigation of the Bay of Fundy. Again, it was argued that the coal, fish, and lumber trade of the Maritime Provinces would be benefited by the construction of the canal. He could not, however, understand in what way the fish trade could be benefitted, for if the Maritime Provinces exported fish to Ontario and Quebec, it was from the Gulf of St. Lawrence; and he could not understand either how the coal interests would be benefitted. It had been asserted by the Canal Commission that the coal of Cape Breton would go, not only through the Baie Verte Canal, but through the St. Peter's Canal; but that any of the coal of Pictou or Cape Breton should ever go through the Baie Verte Canal was absurd. As to the lumber interests of St. John being benefitted, he failed to understand how it would be profitable to send lumber from St. John to Canada, for it would be like carrying coal to Newcastle. A still further argument was this—that a shorter route would be found for fishing vessels sailing from Yarmouth to the Gulf, whereby those vessels would arrive at the fisheries one month earlier in the spring of the year. Yarmouth vessels left for the banks about the 1st of April, and remained there until June, and it was July before they entered the Gulf. The Canal Commission endeavored to find another argument for the construction of this work in the statement that the country contiguous to Baie Verte was unsurpassed, even by Quebec and Ontario, for its agricultural produce, and for the fertility of its soil. It would, however, again be sending coal to Newcastle, to ship agricultural produce from any part of the Maritime Provinces to Ontario. Although it was asserted that the work was intended to benefit the Maritime Provinces, not a single favorable reply to the Canal Commission's circular was received from Nova Scotia, and the only three gentlemen who recommend it do so in very mild terms. He desired to see laid on the table of the House the answers forwarded to the commission by merchants, ship-owners and newspaper editors of that Pro-

*Mr. MacDonnell.*

vince. It was said, however, by some that the expenditure of eight millions of dollars in Nova Scotia was a desirable object. He admitted that they desired money to be expended in that Province, and while he protested against the expenditure on the Baie Verte Canal, and hoped the Government would this year strike the proposed appropriation from the estimates, he trusted they would grant the same amount of money to the Province, to be expended on works that were required, and which would not only be a benefit to the Maritime Provinces, but to the whole Dominion. A great many interests in the Maritime Provinces were suffering from want of the usual aid by the Government. One-third of their export trade was in fish, yet almost nothing had been done on behalf of that class of men who made their living on the dangerous deep. If some hon. gentleman who lived in Ontario, and who probably never saw a fishing smack in their life, had only the opportunity of witnessing the sad sight of taking up a dozen dead bodies at one time—all dead on account of the absence of proper harbor accommodation—they might change their opinions somewhat. The country was expending large sums of money for the purpose of building up an army, but if ever we went to war, we would also require the assistance of a navy, and there was no class in this country upon whom we could depend in that emergency, but the fishermen. He hoped that the appropriation would not be expended on the Baie Verte Canal, but that the money would be devoted to improving the harbors of the Maritime Provinces and developing their fishing industry.

Hon. Mr. TUPPER said, after the speech the House had just listened to, he was forced to give credit to a rumor he had heard outside that an arrangement had been come to between the Government and some of their supporters who had formerly favored the construction of the work to oppose this appropriation. This seemed almost incredible after the Government had announced the measure in the Speech from the Throne, after having sent an engineer to examine and report upon the work, and after they had submitted to the House a sum which they had apparently proposed to expend upon it. They had also invited contractors to go to a remote section of the