

84. Lachine Canal..... \$2,000,000

MR. MACKENZIE said this was for the payment of existing contracts, amounting altogether to \$4,470,873, of which, up to 31st December, last, there had been paid \$2,992,711. The estimate for the current year had been somewhat exceeded, and it would be necessary to take a supplementary estimate.

*Vote agreed to.*

85. Cornwall Canal..... \$250,000

MR. LANGEVIN asked when that contract was given out.

MR. MACKENZIE said it was given on the 23rd August, 1876, and to be finished on 25th April, 1879.

MR. LANGEVIN: Is it likely to be completed then?

MR. MACKENZIE: I think so.

*Vote agreed to.*

86. St. Lawrence Canals.....\$46,000

MR. MACKENZIE said that item was for the Galoose Rapids. The canal had yet to be deepened.

*Vote agreed to.*

87. Welland Canal .....\$2,500,000

MR. MACKENZIE said there were 36 contracts in all, the aggregate amount of which was \$9,514,207. To this must be added the cost of clearing the land, engineering expenses and exceptional expenses of various kinds.

In answer to Mr. PLUMB,

MR. MACKENZIE said he believed the contracts were all let.

In answer to Mr. KIRKPATRICK,

MR. MACKENZIE said the last contract let was to be finished in April, 1879. He did not include the aqueduct, which was to be finished in 1881, and, in the meantime, the old aqueduct would be improved so that vessels drawing 12 feet of water could pass.

MR. McCALLUM said he had been very glad to hear the hon. the Minister of Public Works say that the policy of the Government was to get fourteen feet of water from

MR. HUNTINGTON.

Fort Erie to Montreal, and he should be glad if that were brought about as soon as possible. We were losing money by not having that arrangement. The trade of the West was going by Buffalo and the Erie Canal. The hon. gentleman had not stated the amount it would take to raise the locks from the Summit down to Port Dalhousie. He wished they would do that at once, because the policy of the American Government was to divert the trade through the Erie Canal. There had been an increase of 55 per cent. of vegetable food cleared through the Erie Canal, while there had been a decrease through the Welland Canal of 19 per cent. On the other hand, there had been a decrease of heavy goods sent through the Erie Canal, and an increase on the Welland Canal. The Americans had made a reduction of the tolls last year, as he had predicted. As long as they had the advantage of two feet of water in the Buffalo harbour, the trade of the West would go that way; but if we had 14 feet of water in the Welland Canal, the trade of the West would come through our own territory. It was breadstuffs which paid the tolls, not coarse freight. He would like the Minister of Public Works to state if the Government intended to lower the culverts on the feeder, because, when the water was high, it flowed on to the land of that section. He trusted the Government would, as soon as possible, deepen the canal so as to give 14 feet of water.

MR. PLUMB said he desired to supplement the appeal of the hon. gentleman for a 14 feet depth. He showed the enormous amount of freight which was being carried on American railways, and cited a leading in a newspaper published in Albany in which it was urged that the tolls on the Erie Canal should be completely removed. The policy of the State of New York had been to reduce the tolls year by year, and every effort would be made to retain the carrying trade on that Canal. This was a matter of most vital interest for us. Buffalo controlled the great trade of the West, and was the most serious rival our Canadian cities had to contend