

Quebec and New Brunswick and the dominion government, to supply the necessary money to buy the sites, which belong to pioneers, and these pioneers should receive fair compensation for giving up their land. Maritime economy can be greatly enhanced by the production of 65,000 horse-power at Grand Falls, instead of the present 40,000 horse-power.

About one-half of the flow of the river comes in from the state of Maine, so I drove to the remotest parts of the state of Maine—where I believe no wheels had been in years, for I could find no tracks and I could go no farther—to see the reservoir sites in Maine. But after an exhaustive survey which I made in that state I realized that we might just as well not waste time trying to get any more water from the state of Maine. I did find something that amazed me. Although the Allagash river, the principal tributary of the Saint John in the state of Maine, arises in Chamberlain lake in the international watershed and therefore should be under the control of the international joint commission and is controlled by the Ashburton treaty of 1842, I found the outlet of lake Chamberlain dammed so that no water can go through it, and the canal at the other end of the lake takes the water into Penobscot river. It is not much use worrying our heads trying to recover that water because on the Penobscot river are many big factories which would fight against any stoppage of the water. That water is now diverted out of the international watershed. I am not going to waste time on that. I return to where I left off a moment ago. If we wish to improve power production at Grand Falls it can be done. It will necessitate buying land from the pioneers and others to conserve the water in the Squatteck area, because we cannot produce power without water and without firm water. To produce 65,000 horse-power at Grand Falls—and it can be done—would require the conservation of all the run-off water in the Madawaska watershed, which flows into the Saint John at Edmundston.

From observation I would say that from 5,000 to 10,000 horse-power can be produced if reservoirs were properly built and controlled on the Tobique river, just before it enters the Saint John river. It has high banks, and a substantial flow, and it is an excellent place to build a dam which would have a substantial reservoir behind it. Why that water has been allowed to run as long as it has without being dammed is more than I can understand. If that water were conserved—and it can be conserved—10,000 more or less horse-power could be produced there. It would mean a very great boost to maritime economy. To

boost maritime economy they must have cheap power and lots of it. The more they have, the stronger their economy becomes, and the better it is for all Canada; therefore I feel that in helping them I am helping the working men in the plants in Toronto.

I am going to run rapidly on and touch on a number of other matters. I may have to omit some but I will cover all I can.

I come to the Chignecto canal. I have been over that site many times from end to end, and last September I had the great pleasure of going along the route of the canal from the bay of Fundy to Baie Verte across the isthmus, with my good friend the hon. member for Cumberland (Mr. Black). We walked over part of it and at various places stopped and observed. I am for a canal across the Chignecto isthmus. I will go further and say that the building of that canal has been fifty years delayed, at a great loss to this country. I go further and say, from some little experience, that the canal can be easily built. I go further and say that it is an outrage against the maritime provinces that that canal was not built fifty or seventy-five years ago. I say further that the building of that canal would revolutionize upwards the whole economy of the three maritime provinces.

The canal, if it were built, would shorten the distance from Charlottetown to Saint John by as much as 430 miles. It would shorten the distance from Charlottetown to the New England states as much as 325 miles, and would shorten the distance from the bay of Fundy to central Canada by as much as 375 miles—all for the good of trade. What this country wants more than anything else is interchange of trade; we can get that only by cutting down transportation rates, and the rates can be cut down only by shortening the distance and using boat traffic as much as we can. The whole coast of New Brunswick on the gulf of St. Lawrence is a vast treasure house of timber. The Chignecto canal would cut in two the price of delivering that timber from New Brunswick to the New England states. If it costs \$10 per thousand feet freight now, a Chignecto canal would cut it down to \$5.

Not far from my hon. friend's riding there is a great resource of gypsum at Hillsborough. I mention that now only because of the canal. They produce at present about one-half the gypsum produced in Canada. They have inexhaustible supplies of it. I can picture the Hillsborough gypsum mills being two or three or four times their present size if they could load the boats right at Hillsborough, as they could if the canal were built, and take the boats through the canal up the gulf and the St. Lawrence to Montreal, Toronto and other