

the fair-minded people of New Brunswick, as well as those of his own Province, would support the view that if the Government had so large an amount of money at its disposal it should be expended on useful public works which would prove of public advantage. He did not object to the course pursued by the hon. First Minister because it was a safe one; and one by which the Government would become satisfied that the views he had expressed were correct. The more the project was examined the more fully would the Government become satisfied that the scheme should not be proceeded with; and the more completely public opinion in the Maritime Provinces was ascertained the more thoroughly would the Government be satisfied that they should not again submit any appropriation for the Baie Verte Canal to the House.

Mr. CAUCHON called attention to the fact that the engineer's estimate last year placed the cost of the work at eight million dollars, which before the work was completed would no doubt rise to thirteen or fourteen millions. In return for that expenditure the country would get a canal which could only be entered at the fifth hour of the tide. There was a difference of forty four feet in the tides between the Bay of Fundy and the Gulf. According to all reliable reports the quantity of mud which would be carried in the locks, if the canal was opened before the fourth hour of the tide, would fill up the works, and a dredging machine would have to be employed to clean out the canal. The reports of PAGE and BAILLAIRGE who surveyed two hundred superficial miles to obtain, if possible, a practicable route, went to show that climatic difficulties, such as winds and tides, were altogether antagonistic to the enterprise. Of course, with an ample supply of money, it was possible to remove mountains, but in respect to this canal we could not obtain a practical result if it was supposed that neither the Gulf trade to Europe or the United States would pass through the canal. The vessels would have to wait four hours at each end of the canal, and the canal could be navigated only twelve hours out of twenty-four. Then suppose the work cost twelve millions, which was the lowest possible calculation, the interest on the money and the expense of keeping the work in repair would add another million to the cost. He

hoped the Government would not spend a cent until they were convinced that they would be remunerated for the outlay. This canal, if constructed, would be of service only twelve hours in twenty-four. Was that a work on which millions should be expended—a canal filled with mud every day? If the hon. member for Cumberland could show that this work would give a return for the outlay, he did not mean a direct and immediate commercial result, but that it would develop the resources of the country—he would support it. But it would be found that the work was impracticable and the money would be lost.

Mr. MCKAY (Cape Breton) said the representatives of Nova Scotia felt it was not their duty to allow their feelings in connection with their own province to override their duty to the Dominion at large. It would not be right for them to mislead the people of the other Provinces and induce them to consent to place a large amount in the estimates to build a canal which they believed would be of no national benefit to the Dominion. One engineer reported that the canal would cost between fourteen and fifteen millions of dollars, others that it would cost five or six millions. When the immense difficulties in the way of constructing it were taken into consideration, it would be found that it would take the larger amount. In the Bay of Fundy the tide rises forty or fifty feet; on the other side, only five or six feet. Any one could see the difficulty of constructing a canal under such circumstances. Then, again, the navigation of the Bay of Fundy was very difficult, and was rendered more so by heavy fogs. It was stated that 500,000 tons of shipping would pass annually through this canal. Where were they to come from? They must come from the Gulf or from United States ports, but such vessels would pass through the Straits of Canso, the highway of nations, which was open all winter when the canal would be closed. Did any one suppose that the 700,000 barrels of flour sent to the Lower Provinces would go to the Bay of Fundy, the only place that would be served by this canal? There was a very serious obstacle in the way of building the canal, in the fact that the locks would fill up with sand, and every time they would be opened to allow a vessel to pass through,