

Supply—Public Works

Lorne Dry Dock—new power house—pump house equipment and machine shop, \$125,000.
 Magog—protection wall, \$4,700.
 Maria—wharf repairs, \$4,700.
 Marsouins—wharf extension, \$10,000.
 Matane—extension to east breakwater, \$40,000.
 New Carlisle—wharf repairs, \$8,300.
 Nicolet—dredging, \$6,400.
 Notre Dame du Portage—wharf repairs, \$3,400.
 Paspebiac—wharf extension and dredging, \$56,000.
 Peribonka—wharf, \$5,900.
 Petit Gaspé—wharf, \$8,400.
 Petite Riviere au Renard—extension to west jetty, \$2,000.
 Petite Riviere Est—construction of fishing harbour, \$35,000.
 Petite Vallee—wharf extension, \$20,000.
 Pointe Jaune—improvements to fishing harbour, \$21,000.
 Pointe Label—wharf, \$12,000.
 Port au Saumon—to take over and repair wharf, \$19,000.
 Port Daniel East—wharf improvements, \$6,700.
 Richelieu river—improvements, \$500,000.
 Rimouski—harbour improvements, \$475,000.
 Riviere Caplan—repairs to jetty, \$4,450.
 Riviere des Hurons—contribution towards dredging, the balance of cost to be borne by the province, \$75,000.
 Ruisseau Castor—purchase and repair wharf, \$11,500.
 Ruisseau Chapados (Gascons)—fishing harbour, \$12,000.
 Ruisseau LaBlanc—dredging, \$22,500.
 Ruisseau Pariseau—contribution towards dredging, the balance of cost to be borne by the province, \$15,000.
 St. Andre de Kamouraska—headblock, \$14,600.
 St. Cuthbert—wharf, \$2,200.
 St. Charles de Caplan—wharf extension, \$25,000.
 St. Chrysostome—protection walls, \$12,900.
 St. Denis—wharf reconstruction, \$4,650.
 St. Edouard de Fabre—protection wall, \$11,000.
 St. Etienne de Malbaie—wharf improvements, \$5,500.
 St. Felicite—wharf extension, \$54,400.
 St. Flavie—wharf extension, \$20,500.
 St. Godfroy—wharf repairs, \$8,200.
 St. Ignace de Loyola—protection wall, \$15,000.
 Ste. Jeanne d'Arc—wharf, \$1,100.
 St. Joachim (Cote Neuve)—breakwater, \$3,000.
 St. Paul (Ile aux Noix)—improvements, \$4,500.
 St. Pierre les Becquets—dredging, \$13,000.
 Ste. Rose—protection wall, \$4,900.
 Saguenay river—dredging, \$170,000.
 Sault au Mouton—channel, \$24,100.
 Sorel—harbour improvements, \$180,000.
 Tadoussac (Anse Tadoussac)—wharf improvements, \$12,500.
 Taillon (St. Henri)—wharf extension, \$1,300.
 Terrebonne—protection wall, \$16,200.
 Trois Rivieres—dredging, \$4,900.
 Val Barette—protection work, \$3,000.
 Varennes—protection wall, \$15,000.
 Vercheres—protection wall, \$10,000.
 Vercheres county—dredging—the provincial government contribution being a like amount, \$5,000.
 Yamaska—protection work, \$9,300.
 [Mr. I. Mackenzie.]

Mr. MacNICOL: I wish to make another comment or two on the vote for the Richelieu river improvements. I can assure the minister that I am not opposing this vote for any other reason than that I am not convinced that the proposal is a sound one. That, of course, is only my opinion; the minister has a right to his own. Before the house rose last night the minister said that the reason there was not much traffic on the canals was that the Chambly canal is too shallow. Having gone over the canal from one end to the other right down through the state of New York to the terminus of that waterway I am convinced that there are two other major reasons why the traffic is small and, indeed, why it can never be large. The distance from Sorel to St. Ours is fourteen miles, and is the first lock there. From Sorel to Chambly is forty-six miles, that is the commencement of the Chambly canal, which at present has nine locks. Those nine locks overcome a rise of eighty feet in the river. At the head of the canal any boat ascending that canal to lake Champlain would enter practically at lake level, I presume, outside of the current allowance. The minimum lake level is 93 feet and the maximum 102 above sea level, so that from the lake to the head of the canal, if there is a difference of a foot or so, it would be the current allowance in the river. Then to the international boundary is eighty-one miles, and to the Champlain canal 192 miles—that is the total distance from Sorel in each case. To the junction of the Erie canal is 258 miles and from there to tidewater at Albany the total distance is 265 miles, and to New York 441 miles.

But in addition to that very great distance, a ship leaving Canadian waters south of St. Johns and entering the lake, after having ascended the said ten locks, approximately 90 feet, has to enter the Champlain canal and rise another 43 feet or thereabouts through three locks, and after passing over the height of land—where by the way there is difficulty in getting water; they have to bring it from storage dams in the adjacent hills—the ship would have to descend from the summit level approximately 140 feet, through nine locks, down to the Hudson river and sea level at Albany. Now that requires a great deal of time. On the Canadian side there are ten locks, and twelve on the American side. In the American canal, that is the lake Champlain-Hudson canal, there is a depth of twelve feet. I did not see any boats of any magnitude there, just barges with a pusher, nothing but oil boats when I was there, but I know other boats do travel that canal. But the