

have complained, and I have separated them to accommodate him.

Mr. BLAKE. This is the good bargain we made in Nova Scotia. I think we paid \$1,284,000 for this road.

Mr. POPE. For the other railway with it—the Pictou Branch.

Mr. BLAKE. Not at all. We had the Pictou Branch; and now this line costs us something like \$75,000 a year to work it, and the receipts of the road do not equal the \$75,000; so that there is a deficiency in the working of the road, besides the interest on the investment. Then the hon. gentleman said he did not know that we were going to have it very long. That is a hopeful and assuring statement after the account the hon. gentleman gives. Has he made a new contract with the Short Line Company to part with this valuable piece of property?

Mr. POPE. None made yet.

Mr. BLAKE. What premium does he expect to have to pay in order to become relieved from this white elephant of his?

Mr. POPE. I thought the hon. gentleman said relieved from the eloquence. The hon. gentleman has not treated this matter very fairly. We purchased the road at very much less than it cost the Nova Scotia Government; but we also purchased the Truro Branch, which is a good paying piece of road, and I contend we made a good purchase. I do not expect to make much money out of the running of this road, nor do I expect to lose anything. I think when we took it over it lacked something like \$2,000 of paying expenses; but I think it is now paying, and the Pictou Branch will pay about \$30,000.

Mr. VAIL. I hope when the hon. Minister makes an arrangement with a company to take this line, he will remember that the Local Government paid a large subsidy to this road, and will give a *quid pro quo* for it.

Prince Edward Island Railway..... \$ 210,000

Mr. BLAKE. What is the price of coal carried over the line?

Mr. POPE. \$2.70, delivered on the Island by the mining company.

Sir RICHARD CARTWRIGHT. What is the annual deficit in working the road.

Mr. POPE. About \$90,000.

Windsor Branch Railway..... \$ 20,000

Mr. POPE. The profits and cost of maintenance about balance.

Lachine Canal..... \$ 300,000

Sir RICHARD CARTWRIGHT. What is the policy of the Government as to this?

Mr. POPE. \$300,000 is a re-vote. To pay final estimate, section 11, \$82,000; spring bridge at Cote St. Paul \$6,000; St. Gabriel basin, \$69,000; chains and booms and additional work in basin \$20,000; settling claims of arbitration, etc., \$111,500. This will close the account for Lachine.

Cornwall Canal..... \$106,000

Mr. POPE. This is a re-vote also. It is to be expended on the works at the upper entrance; a channel made and the construction of a new lock and weir, estimated to cost \$400,000.

Sir RICHARD CARTWRIGHT. Was any part deepened to 12 feet?

Mr. POPE. Yes; this gave a depth of 12 feet.

Sir RICHARD CARTWRIGHT. All through the canal?

Mr. POPE. No; that will be done in the future. \$106,000 is all we want for this year.

Williamsburg Canal—Construction of entrance  
and lock at head of Rapide Plat Canal..... \$ 120,000

Mr. POPE. This is for work at the head of Rapide Plat Canal, which is estimated to cost \$250,000. The deepening of the channel at the entrance is estimated to cost \$80,000.

Mr. MACKENZIE. What is the object of building these locks? Unless the Government intend to proceed with the enlargement of the Beauharnois, the Cornwall and other canals, there is no object in building these two locks there.

Mr. POPE. The reason for building these at this particular place is that there was less water there than at any other point on the St. Lawrence.

Sir RICHARD CARTWRIGHT. What depth will this give?

Mr. POPE. Fourteen feet on the mitre sill. I felt so strongly that the hon. member for East York was always right that I have carried out his policy.

Mr. MACKENZIE. My policy has not been carried out. We should wait for the discussion of the entire system, whether it is to be deepened to 12 or 14 feet, before doing anything of this kind. The hon. gentleman is aware that the revenue from canals has been decreasing instead of increasing, and now the trade demands the abrogation of all canal tolls, and we are proposing to incur works which are unnecessary unless they are required as part of a complete system. I think the action of the Government is premature.

Mr. POPE. I think it is very desirable that this should be deepened. We have done nothing more than is necessary for the trade.

Sir RICHARD CARTWRIGHT. Some little time ago, the Minister, or his predecessor, stated that further examinations were going on over the whole of the St. Lawrence channel from Kingston downwards, and that he expected to lay on the Table a statement showing what the estimate of the cost of deepening the channel to 12 or 14 feet would be. Has that work been proceeded with, and has the hon. gentleman got any information on the subject? In my hon. friend's time, there was a great deal of doubt and dispute as to what the cost would be, but that is a good many years ago.

Mr. MACKENZIE. Of course a considerable sum has been spent in the Galops Rapids since then.

Mr. POPE. I have not the latest estimate, but I will bring it down to the hon. gentleman.

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

Mr. SHANLY. I would ask the hon. Acting Minister of Railways and Canals if this \$500,000 for the Welland Canal is estimated to be enough to give the 14 feet depth throughout.

Mr. POPE. No, it is not estimated that it will complete 14 feet throughout but it makes a beginning.

Mr. SHANLY. It will be money well expended. We have never yet had the full benefit of the Welland Canal enlargement. The largest vessels now in use on Lake Erie and the other "upper" Lakes draw 14 feet. In fact there are no vessels of 12 feet draft, which is the present available depth of the Welland Canal, because vessels will not be built specially to suit that work in its present incomplete state. We must, as it were, do away with the natural barrier separating Lake Erie from Lake Ontario by giving such depth to the canal as will allow of the largest vessels descending into Ontario, and every dollar we expend to that end on the Welland Canal is, in my opinion, much better applied than what we are expending on the river below the foot of lake navigation. No matter to what depth