

direct to Halifax or St. John with Western States or Canadian products.

"It would be difficult to point out all the advantages which would result to Prince Edward Island, Nova Scotia and New Brunswick, by the construction of the Baie Verte Canal. If the 900-ton propeller could deliver western or Canadian products at Halifax or St. John, these places would thus become cheap depots for such products. Assorted cargoes of fish, hoops, shooks, lumber, &c., could be made up at these ports of the West India Islands and South America, and could bring back return cargoes from these countries of sugar, coffee, hides, tallow, etc., to be again re-shipped as return cargo to Canada and the Western States by the inland propeller, and thus be delivered at less cost by such means than by any other possible route."

"He also quoted from the report of Mr. Patterson, in his report of the commerce of Montreal, for 1869, as follows:—

"The value of the proposed canal, in more intimately connecting all the Provinces, must be evident to all who have examined the geographical situation. At present there is little or no community of interest between the portions of the Provinces on the Bay of Fundy and those on the Gulf,—although separated by but a narrow strip of land. For want of a few miles of canal navigation, a profitable development of the fisheries by the people of New Brunswick and Nova Scotia is seriously hindered; the fishermen of Cape Ann, in Massachusetts, being nearer the valuable mackerel fisheries of the Gulf of St. Lawrence than the Canadian fishermen who live on the Bay of Fundy. By means of the proposed canal the waters of the Bay and Gulf would be united, and the fisheries brought within the reach of the fishermen of all the Provinces;—passing easily, so to speak, from one sea to another as the fishing season might render necessary."

"In 1870, Messrs. Allan, Gzowski, Calvin, Laidlaw, Garneau, Stairs and Jardine, were named, by the Dominion Government, Commissioners to institute and make a thorough enquiry on a comprehensive improvement of the canal system of the Dominion, and were instructed to report "On the construction of a canal through the Isthmus dividing the Bay of Fundy from the Gulf St. Lawrence and Baie Verte."

"Those gentlemen in their report stated:—

"Inseparably connected with the growth of intercolonial trade is the construction of the Baie Verte Canal. The advantages that must accrue, not merely to the Dominion as a whole, but to the commerce of the Maritime Provinces, are so clearly pointed out by the Boards of Trade of all the leading cities of Canada, and by men interested in the development of our commercial cities—not simply the merchants of St. John and other places in the locality of the proposed canal, but merchants of Hamilton, Toronto, Ottawa, Montreal and Quebec—that it is superfluous for the Commissioners more than briefly to refer to a few salient features of the scheme.

"A steamer laden with flour for St. John, N. B., now goes down the Gulf as far as Shediac, where the cargo is transported by rail to its destination. The total distance by water from Shediac through the Gut of Canso and round the coast of Nova Scotia to the Bay of Fundy, as far as the commercial capital of New Brunswick, is about 600 miles, and the consequence is that there is little or no direct communication between the Bay of Fundy ports and those of the River St. Lawrence.

"By a canal through the Isthmus, from Shediac, the distance to St. John will not be more than 100 miles. This fact will show the insuperable obstacle that now exists to anything like extensive commerce between Montreal and the Bay of Fundy ports of New Brunswick and Nova Scotia, and the great impulse that must necessarily be given to the trade by the opening out of a route which will shorten distance so considerably, furnish an inland navigation from the lakes to Boston, and consequently lessen freights between those points at least twenty-five per cent."

The Boards of Trade to which I have referred spoke in the warmest terms of the great advantage to the whole business of the country of the construction of that work. I may say it is also believed that so far from there being any difficulty in the carriage of the ships across the canal, there will really be infinitely less strain upon the ships than that to which they are subjected in stormy weather on the ocean. The proposal is, as I said, to give in all a subsidy of \$150,000 per annum for a period of 25 years. At 4 per cent. that amount capitalized would be \$2,343,312, or about one-third of the estimated cost of the canal, which was at least between five and six millions, or according to Mr. Page, between eight or nine millions, besides the cost of maintenance afterwards. As the hon. member for Lambton remarked the other evening, the operation of our canals is not at present a source of profit to the Dominion, and if, as I said, this work can be accomplished by the expenditure of so small an amount comparatively, and the service can be performed better than it otherwise could, I think the House which again and again, with entire unanimity, voted to sustain this project when it was to cost so much larger a sum, will not hesitate in providing the smaller sum by which it is believed such important commercial results will

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be secured for the country. I do not propose to detain the House at any length, as the pamphlet which has been distributed to hon. gentlemen supplies any further information that may be necessary. It has been shown that there is a tonnage on the Bay of Fundy and the Gulf ports of something like 2,687,550 tons entering and leaving those ports per annum, which would receive the advantage of this work. Then there is the fishing fleet of not less, I believe, than 600 vessels, and who can estimate the value to the country at large of having the means of crossing from the Gulf of St. Lawrence to the Bay of Fundy by means of this ship railway, enabling vessels to carry two cargoes and make two voyages from Boston to the Gulf for every one by the existing mode of communication. It would not only afford access to the large American fleet of fishing vessels that would be passing across the Isthmus to the fishing grounds, but our own fishermen would be able, by obtaining access to the American ports, to carry on their business with a vigor and success which are impossible at present. It is estimated that there would be traffic over this canal of something like 600,000 tons per annum; the distance saved is detailed in the pamphlets which have been placed in the hands of hon. gentlemen; the length of the canal is between 17 and 18 miles, it is practically a dead level, the highest incline being something like 10 feet per mile, which is an inappreciable incline and only sufficient to afford drainage for the canal. When the House is told that all these resolutions asked is that authority may be given to the Government to make a contract with responsible parties, who will be prepared, at their own risk, to furnish all the money required to put the work into efficient operation, and at the end of the first year's efficient operation, to pay them a subsidy of \$150,000, and to pay them that amount only so long as the work is efficiently operated, and in that case for twenty-five years only, I think the House may safely pass these resolutions and place it in the power of the Government to secure objects of such great importance at such a comparatively small cost to the country. I do not intend to occupy the House longer, because I have no reason to believe that this will become a subject of controversy, but, on the contrary, that every hon. gentleman who has been committed to this policy, whether under the previous Government of my right hon. friend or under the Government of my hon. friend from Lambton, will be only too glad to adopt the means of securing such great results in the interests of the trade and commerce of the whole country at a cost so comparatively small.

Mr. MACKENZIE. I have no intention of opposing the resolutions for the reasons the hon. gentleman has given. I have not had time, since the subject was submitted, to give much attention to the reports and the evidences of success that the projector mentioned briefly before the Railway Committee. I have already complained that we were not aware, when the matter was before that Committee, of the intentions of the Government relating to it, and gave it the less attention on that account. Had the hon. gentleman at that time informed the Committee of the full proposal of the Government it would have received much more searching criticism than it was proposed by anyone to give it. It was looked on, in short, by the members of the Committee as a thing that might possibly succeed, but of which there was no great likelihood. A similar proposal has been before the people of Ontario for several years in connection with Mr. Capreol's scheme of building a ship canal to connect Toronto with the Georgian Bay; but whether it is that the project does not commend itself to engineers, or whether there is no faith in the canal system, Mr. Capreol has been unable to obtain any real support for his scheme. Now, while it is said that a canal at this point would be of great public service, I am bound to say that our experience for