

of a canal on the north shore. In 1839, Colonel Philpott made a report favorable to the construction of a canal on the north shore of the St. Lawrence, in a military point of view, and quite recently, in 1873 and 1874, surveys under the direction of Mr. Baillairgé, the present Deputy Minister of Public Works, whose talents are so well known; and although these reports have not been submitted to the House, they are not less advantageous and favorable to the construction of a canal on the north shore of the St. Lawrence. I venture to hope, Mr. Speaker, that the Government will carefully examine this question, and will soon place in the Estimates, a sum sufficient for the construction of a canal on the north shore of the St. Lawrence, because the construction of a canal on that side, would be an advantage in a military point of view, and would meet the general approval of mercantile men and of those engaged in navigation.

It being Six o'clock, the Speaker left the Chair.

After Recess.

88. Cornwall Canal.....\$230,000.00

Sir CHARLES TUPPER. If you will allow me, Mr. Chairman, before we pass to that item, I desire to say a few words in respect to the speech delivered by the hon. member for Soulanges (Mr. De Beaujeu), who has evidently taken great interest in this matter. When the deepening of the St. Lawrence canals in the manner proposed is entered upon, a very large expenditure will be required to be made on what are termed the Beauharnois canals. A good deal of doubt had existed as to the best place where that work could be constructed, and a good deal of controversy has taken place on points in respect to the two sides of the river, into the merits of one of which the hon. gentleman who addressed the House before Recess entered very fully. Surveys have been made and plans are being gradually perfected. They would have been pressed more rapidly, and brought to a conclusion at an earlier period, provided it had been intended to proceed this season with the deepening of that section of the St. Lawrence canals; but it is not proposed this year to engage in that very serious undertaking, because the expenditure on that section will amount to something like \$3,200,000 in order to obtain twelve feet of water with fourteen feet on the mitre sills, and an additional \$450,000 to give us fourteen feet depth of water, as is contemplated to be attained ultimately from Lake Erie through to Montreal. As my hon. friend will see, it is not intended to propose a vote during the present Session for this section of the work, involving, as I have pointed out, a very great expenditure; in the meantime, the plans will be perfected, and at a future Session the hon. Minister of Railways and Canals, whoever may be occupying that position, will be able to submit the whole case with the judgment of the Chief Engineer of Canals in relation to this subject. It is a very important one, and one which has engaged, and will engage, the most careful attention of the Government. I may add that it is quite obvious that while the county of Soulanges has the advantage of possessing so able and energetic a representative in this House, no Government, whoever may occupy the Treasury benches, is likely to be able to lose sight for a moment of the important interests of that section of the country. With respect to the vote for the Cornwall Canal now under consideration, I may say that it is proposed to expend this money to meet the final estimates on section one. The Committee is aware that a large expenditure was made on a section of the Cornwall Canal in order to obtain fourteen feet of water on the mitre sills and twelve feet navigation, and this appropriation of \$30,000 will complete the works that have been in progress and which were undertaken by my predecessor. \$200,000 is asked for the

Mr. DE BEAUJEU.

enlargement of the entrance to the locks at the upper end of the canal. In order to provide for the ultimate deepening of the St. Lawrence canals it is proposed that this entrance shall be of the same character as similar works undertaken by my predecessor. The total expenditure on the Cornwall canal works up to 31st last December, was \$562,020, and the estimated expenditure up to 1st July will be \$13,701 more, making a total of \$575,721. The bulk of the work covered by the vote now before the House is for new work.

Mr. BLAKE. Then the total cost, when completed, will be about \$9,010,000.

Sir CHARLES TUPPER. Yes.

89. Williamsburg Canal—For the construction of an entrance and lock at head of Rapide Plat Canal.....\$100,000.00

Sir CHARLES TUPPER. This vote of \$100,000 is to be expended towards the construction of a lock at the Rapide Plat River, and the total cost is estimated at \$200,000. If I remember aright, I took a vote last year for this service of \$40,000; and the Committee will recollect, I dare say, that on that occasion I stated that the depth of water was less at this point than on any other portion of the St. Lawrence Canals from one end to the other; and that it was hoped that by a comparatively small expenditure we could secure an additional depth of water to improve navigation at this point, which was the ruling point on the canals. When, however, we came to look into the matter, and to prepare plans for the construction of the work, the Chief Engineer arrived at the conclusion that the expenditure of \$40,000 would really not accomplish the work in the way in which it was desirable that it should be accomplished. It was open to the further objection that this expenditure would not be \$40,000, as in the case of the Cornwall Canal, towards the enlargement, when we ultimately carried out the whole system; and he arrived at the conclusion that it would be much wiser not to expend the amount voted—and no portion of it was expended—but to ask Parliament to increase the expenditure to \$200,000, in order to make it really effective for the purpose for which it was intended, and to provide that all the work thus done should be work which, when the canals were ultimately enlarged, would all be available for the purpose. I think the Committee will agree with me that it was a wise decision on the part of the Government to abandon the immediate opportunity, and to deal with this in a way in which, I am satisfied, will be, in the end, much more economical and satisfactory. All this work will be so much work towards the completion of the system of deepening the canal to twelve feet navigation, and to fourteen feet on the mitre sills.

Mr. BLAKE. What depth of water will be given at this point?

Sir CHARLES TUPPER. Fourteen feet on the mitre sills. The lock will be constructed precisely as are all the other locks, for the improvement of navigation and the enlargement of the canals.

90. St. Lawrence River and Canals.....\$150,000.00

Sir CHARLES TUPPER. This vote is required to meet the expenditure towards improving the channel through the Galops Rapids. To complete the works under contract will cost about \$240,000, in addition to the sum now asked, and this will complete a channel 300 feet wide, adapted to fourteen feet navigation. As the Committee are aware, this is a work which has been going on with a chain tug and submarine blasting to obtain a depth of fourteen feet in that section. Of this \$150,000, \$102,000 is a revote, remaining from the \$154,000 taken last year. It is estimated that the probable cost of enlarging the Williamsburg canals to a draught of twelve feet on the lock