

vinces. It is no doubt commendable in gentlemen from a district like Montreal, where there is an immense city population, to occasionally visit the maritime provinces; but before they pass comments on any particular work in any locality, they would do well to visit the locality and inform themselves of the local circumstances. This canal was partly built before I became a member. The lake is a large lake twenty miles in length, which at certain seasons, principally in the fall and spring, overflows, and this work is primarily for the purpose of relieving the post roads in the neighbourhood, which are flooded by the waters of the lake. The canal at present built is inadequate to carry off the water. When I made my last visit to Halifax I went down to it, and I found that there was a canal of about one foot and a half in depth and fifteen feet in width to carry off the water. That canal was the result of a dispute between the engineers, being so built for reasons of economy. The canal projected to be built at Graham's Head was supposed to cost a great deal more money than this one, and it was thought that a medium sized canal would carry off the water. The hon. member for St. Antoine complains that the people in that locality will not build canals and work without money, and this government had no money voted for it until I think about September of that year.

Mr. AMES. May I correct the hon. gentleman? There was \$4,000 voted for it in 1906-7, and not a dollar was spent last year.

Mr. WILLIAM ROCHE. I beg the hon. gentleman's pardon. He said that the work had taken place a month or two before the election of 1904. The House knows that the money was voted in September, and it was intended to be laid out in the summer, but the session was so prolonged and the vote so protracted, that no money was available to complete the work on the canal up to the time it was actually employed to pay for the labour of the men who constructed the work at the most opportune time.

Port Hastings, Nova Scotia—wharf, \$4,000.

Mr. BENNETT. Has this contract been let?

Mr. FISHER. No.

Mr. BENNETT. Will this complete the dock?

Mr. FISHER. No, it is a large work.

Mr. BENNETT. Has a site been purchased yet?

Mr. FISHER. No.

Mr. BENNETT. Have any parties been applied to, to sell sites?

Mr. W. ROCHE.

Mr. FISHER. I cannot say as to that.

Mr. BENNETT. Was not the money voted last year for the same purpose?

Mr. FISHER. Yes, but nothing was done.

Mr. SPROULE. How much is the work expected to cost?

Mr. FISHER. That will depend on the plans of the work and on the site chosen. The site has not yet been selected.

Mr. SPROULE. Does the hon. minister say that he has no estimate of the work?

Mr. FISHER. We cannot have that very well until the site is determined upon.

Mr. SPROULE. I have always thought it was the duty of the government, when they submitted an item of this kind, to be prepared to tell the House what the work was estimated to cost. For all we know, this work may cost \$400,000 or \$500,000. Until we have an estimate of the cost of the work and some intelligent idea of its nature, I think the House should not vote the money.

Mr. BENNETT. A similar sum was voted for this work in 1905-6 and again in 1906-7. What is the population of this place, and what requirements will be met by the construction of a dock?

Mr. McLENNAN. There was a wharf at this very point on the Strait of Canso before confederation. The government of Nova Scotia constructed a wharf there perhaps over fifty years ago. At confederation it was handed over to the Dominion government. When the Inverness Railway was constructed, the shipping pier of the company came right over this wharf and utterly destroyed its usefulness, because it jutted out not only over the approach to the wharf, but into the water far beyond. The people of that locality and the surrounding country having no other access to the water, as they had for generations back, were pressing the government for a public wharf at this point. It would appear that the municipality of Inverness granted to Mackenzie and Mann a free right of way for their railway and their shipping pier. Under an existing Act of the province of Nova Scotia only a certain amount of land could be taken for a railway. But it would appear that the company smuggled a short special Act through the legislature granting to them an almost unlimited area for their railway terminals at their mines and at the Strait of Canso; and when the government here proposed to build this wharf at the point where the public wanted it, Mackenzie and Mann came upon the scene, and claimed that the right which they had got from the people of Inverness would cover this ground. The government here