

The MINISTER OF RAILWAYS AND CANALS. Yes, between Lake Simcoe and Balsam Lake.

Mr. KENDRY. I may say that I am sorry that the Minister of Railways and Canals has not seen fit to put into the Estimates a sufficient amount to prosecute the construction of this canal. We have expended a great deal of money in the centre of this canal. We have seen just now that the appropriation is some \$650,000 to prosecute the work from Peterborough to Lakefield. This work will be of hardly any use at all until the end sections of this canal are completed. Unless there is something done on the Simcoe division, the work so far as the canal is concerned, will be of no use, and I am sorry to see the Minister has not seen fit to make provision for that. We have spent \$2,000,000, or about that, already on this canal, and the advantage of that expenditure cannot be reaped until the canal is opened up to the lake. Even at this late day, I trust the Minister will see his way to make provision for that.

Mr. BENNETT. What is the estimate for the uncompleted portion of the Balsam Lake—Lake Simcoe section, from Kirkfield north of Lake Simcoe?

The MINISTER OF RAILWAYS AND CANALS. The Estimate made for me in the department is, that it will take in the neighbourhood of \$4,000,000 to build the whole canal, beyond that which is now under contract.

Mr. BERGERON. Four millions more?

The MINISTER OF RAILWAYS AND CANALS. Yes, \$4,000,000 more. The whole work was estimated to cost upwards of \$6,000,000, and we have already expended and provided for something in the neighbourhood of something over \$700,000. It will take at least \$4,000,000 to complete the whole canal.

Mr. BERGERON. What depth?

The MINISTER OF RAILWAYS AND CANALS. Six feet.

Mr. BERGERON. What will be the length?

The MINISTER OF RAILWAYS AND CANALS. There will be sixty-two miles of artificial canal works.

Mr. HAGGART. It is stated in the newspapers that the Minister proposes to use other than the Portland cement in these works. The Government has previously tried the native cement in some of the canals along the St. Lawrence, and every engineer of the department has reported that Portland cement is the only cement that is fit to use for this work. Some cement works have been established, and they pretend that they can make cement equal to the Portland cement. But if the Minister

uses any cement manufactured in this country, I hope he will see that it is equal to the best Portland cement.

The MINISTER OF RAILWAYS AND CANALS. I presume the hon. gentleman (Mr. Haggart) knows how strongly the opinion of the chief engineer coincides with his on this subject. He may rely upon it, that no cement will be used which it would not be safe to use for the purpose. There will be portions of the work where probably the native cement can be used without any disadvantage, and I think the officers will be alive to that.

Mr. SUTHERLAND. I think it is rather unfair to the Canadian cement to condemn it off-hand. Cement is an article that can be tested by experts, and if it is not up to standard, it need not be used. We all know that there is a prejudice in favour of an article that has given great satisfaction and has got a name, and it may be true also that some of the Canadian cement—

The MINISTER OF RAILWAYS AND CANALS. Native cement.

Mr. HAGGART. There is a Portland cement made in this country which may be equal to the imported, but there is a cement called native cement, which is a different thing.

Mr. SUTHERLAND. In the early stages of the manufacture of cement in Canada, some of the tests made might not be up to the standard of imported cement, but experience in manufacture has improved the quality of cement used here, and we have tested it in our section of the country in water works and the abutments of bridges, and the engineers are satisfied that some of the cements manufactured in Canada are quite as good as the imported article. Of course, if our cement is not up to standard, it would not be proper to use it in important works of this kind. But it should not be refused on account of any prejudice that exists. It should be given a fair test by the department. I think it is only due to our own manufacturers that they should have that opportunity. Of course, if their cement does not come up to the standard, nobody would ask that it should be used. But if they can manufacture an article of as good a quality, and supply it to the Government and to contractors at the same price, or at a lower price than the imported cement, I think the preference should be given to it.

Mr. HAGGART. The hon. gentleman has, I believe, received tenders for about 85,000 barrels of cement. Would he tell the House what he got it for, and from whom he got it?

The MINISTER OF RAILWAYS AND CANALS. We divided it among various tenderers. I could not, at the moment, state accurately the portions which went to the different tenderers. The Rathbun Com-