

abandon the scheme. He proceeded to discuss the conflicting views of the Engineers, and held that there was nothing to indicate that the canal would cost one dollar more than Mr. Keefer had stated. The most careful estimate showed that the maximum cost would be \$7,800,000.

**Mr. JONES (Halifax)** said he thought it reasonable for the people of the Maritime Provinces to expect a sum of money to be spent in these Provinces commensurate with the large sum spent in the Western Provinces in such great undertakings as the Pacific Railway. There were works more necessary in the Maritime Provinces than one of such doubtful utility as the Baie Verte Canal. He should be sorry to see the Government committed to this scheme before they had heard the fullest discussion upon it.

He would be willing to see the Government place \$7,000,000 in the estimates to aid in the extension of railways, one-half for New Brunswick, one-half for Nova Scotia, and he was satisfied that it would be of much greater utility to the Maritime Provinces and to the Dominion at large than the Canal de la Baie Verte. (*Hear, hear.*) However much people might desire the Canal, he was sure they would prefer railways. They would take this for the present—(*laughter*)—in return for the amount to be expended on canals in the west. When the Pacific Railway expenditure came up, then the Canal de la Baie Verte scheme might be entertained. He looked upon the Pacific Railway and the Canal de la Baie Verte as pretty much in the same category.

**Hon. Mr. TUPPER** said that this entry on estimates covered an amount which there was no intention to spend, and he, therefore, was not surprised to see gentlemen on the Government side getting up in their places and opposing the expenditure. He cited the recommendation of the Dominion Board of Trade in regard to this matter, the appointment of a Canal Commission, and their unanimous report as to its paramount necessity and importance.

He looked upon the attitude this question was assuming as a breach of faith with the whole Canadian canal scheme before them. The House of Commons had voted the expenditures, and, in viewing the position of affairs today, he did not envy the position of the Minister of Marine and the Minister of Customs, who last year had voted for delay, and had delayed the late Government in the work, in order, as they said, to have further inquiries made. The hon. gentlemen were either in a position to press their work or stand out and prevent the work going on.

He proceeded to speak of the advantages promised by the work, and censured the Premier for his delay in the matter, in view of the utterances of the Speech from the Throne. He had no hesitation in saying that, while the present Premier remained in power, not a dollar would be spent on this work. He denied that this was a local expenditure. It was a public proposition, and had received the unanimous sanction of the late Government. It was thus outside of any sectional question.

**Hon. Mr. MACKENZIE** said the hon. gentleman seemed to think it would be a great sin in the Government not to expend this money this year, though the late Government had not expended the money which was voted for this purpose year after year. He

unfairly accused his (Hon. Mr. Mackenzie's) colleagues of obstructing this work. The Canal Commission had only one engineer upon it, and he had a higher opinion of his colleagues than ever when he learned that they had prevented a reckless expenditure of money before receiving the report of the Chief Engineer. (*Hear, hear.*)

**Hon. Mr. BURPEE (St. John - City & County)** said the late Government had not themselves, he believed, agreed upon this matter. He was in favour of the construction of this Canal, if it could be done effectually and cheaply and he thought it might be possible to lessen the width of this canal.

**Mr. DOMVILLE** denounced the delay which had taken place in this matter, and also contended that the diminution of the canal would lessen its utility in a very high degree.

**Hon. Mr. MACKENZIE** said according to the report of the Chief Engineer the bottom width was one hundred feet. It might be that this might be lessened. It was highly necessary to proceed calmly and deliberately in these matters, and to let contracts in a way to prevent those heart-burnings which had been caused by the manner in which the late Government had given out contracts.

**Right Hon. Sir JOHN A. MACDONALD** said the late Government had considered this canal a Dominion work for the benefit of the whole country. There were two very competent engineers upon the Canal Commission—Mr. Gzowski and Mr. Samuel Keefer; and the Government believed the report of that Commission was all that was necessary. They had postponed the commencement of the work in compliance with the expressed wishes of members from that part of the country. He complained that the sum should not have been placed on the estimates if no assurance could be given that it would be spent. He believed the lessening of the canal would destroy its character as a Dominion work.

**Hon. Mr. MACKENZIE** said he thought there was a reasonable probability of the money being spent, but he had merely refused to make a specific pledge.

**Mr. KILLAM** said there would be an enormous traffic through the Canal. He thought sixteen feet should be the minimum depth.

**Hon. Mr. COFFIN** said he thought eighty feet width was amply sufficient. The proposal reduction in the size of the canal would reduce the expenditure by \$280,000.

**Mr. TROW** suggested that the \$20,000,000 spent on the Intercolonial Railway was a slight equivalent in the east for the money which hon. gentlemen spoke of as being spent in the west. He thought the Government should study economy but defended the proposed expenditure.

**Mr. McLEOD** said the Intercolonial Railway was one of the conditions of Confederation. He contended that this Canal would be for the benefit of the whole Dominion. He defended the appropriation, believing that the Government would not ask for this money without intending to carry the project to a successful issue.