

it was not practicable for ocean ships to pass through inland canals, as was proposed. He had heard the Government did not intend to carry out this enterprise. It was a most dangerous principle for the Legislature to grant money that was not meant to be spent; yet in this case he hoped the Government would give him the assurance that it was not their intention to spend any part of this \$500,000 as proposed.

Hon. Mr. WARK said those public works should not be judged by the amount spent on them, but they should be considered in the light of what they had done for the country. What would Montreal, the West and the Ocean steamers be without the western canals? The advantage of the Baie Verte Canal would be felt the more by the people of Quebec and Montreal in the course of time. No wonder Halifax was indifferent as to this canal, for if it had any effect, it would be to take away part of its trade. The canal would prove very useful in saving a long difficult journey round the coast and valuable time during unfavorable periods for navigation.

Hon. Mr. BOTSFORD characterised as most erroneous, some of the statements of the honorable mover (Mr. Alexander) including the assertion that the Baie Verte Canal was a Maritime Province work. He contended, in reply, that it was one of interest to the Dominion generally. As to the Intercolonial Railway, he protested against the line of his argument. That was also a Dominion work, as shown by the British North America Act. Since its contemplation as a Grand Trunk line, two competing roads have been undertaken—which were not foreseen—so that the Intercolonial, the longer line, must fail, since it would become only a local line the moment the others were completed. The honorable gentleman went on to describe the earlier proceedings with respect to the Baie Verte Canal scheme, which had been under consideration for half a century. The N. B. Gov't had, moreover, spent a great deal of money on surveys, but had had in view only a boat canal. The Government had put a vote in the supplies for its commencement, but difficulties existed as to the route and its feasibility. Till thorough surveys were made, there was a doubt as to its practicability. But the report of the Chief Engineer of the Board of Works completely set that question at rest, as also that respecting the proper termini of this great work. Sir Howard Douglas, an artillery officer of great skill and ability, had years

ago, pitched upon the two termini now recommended by Mr. Page, which were, no doubt, the best. He (Mr. B.) with a few others, had cut a canal, a few miles long, through this very soil, which some had imagined so difficult to pierce. It was 100 feet wide at the entrance, and for a considerable distance, and 13 feet deep, while for six miles it was 30 feet wide. Mr. Page was astonished at this work being done by private enterprise, or without public aid. They had cut through all those morasses spoken of, and he was quite sure that, with engineering skill and capital, there would be no difficulty in constructing the Baie Verte Canal through the Isthmus. He presumed that when the Government put an item for this work in the estimates, they were sincere and meant action. We had the opinion of both Governments as to the necessity of the canal. He read extracts from public and commercial documents all going to show the importance of the canal, through which, it was believed, over 800 vessels would pass each season, irrespective of the tonnage of P. E. Island and other countries, while three-fourths of the 1,400 American vessels fishing in British waters representing 150,000 tons would thereby be accommodated. Americans stated that if this Canal existed they would be able to make two catches a season instead of one. He pointed out the impetus it would give the trade between Western cities and the Atlantic seaboard, vessels taking from Duluth and other Lake ports flour and grain, and returning from the Lower Provinces with coal and fish. The Spring Hill Mines were only 20 miles from the Bay of Fundy terminus. When the canal was completed and the Welland and St. Lawrence enlarged, they would see vessels of 1,000 tons passing from the far West down to the New Brunswick and Nova Scotia seaboard and thence to the West Indies and other countries, from which they could bring back valuable cargoes for the cities of the St. Lawrence and the Lakes. (Hear, hear.)

Hon. Mr. READ admitted the importance of the Canal, and said there was no doubt it would be commenced. The Government could not fail to construct it, after their many assurances that they placed nothing in the estimates for sham. The Canal had, however, few friends in the other branch of the Legislature.

Hon. Mr. KAULBACH assumed the Canal was to be constructed, as it would complete the inland navigation of the country. He argued it was more important to the Great West than to the