

gentleman had sent him did—was some business-like statement of the traffic—not so much the volume of traffic as the kind of traffic, which might be sent through this channel. As to fishing smacks seeking this channel, he knew very little personally of that business, but he had grave doubts whether this canal would lie in their path at all or to any considerable extent. The only traffic it appeared to him that could flow through this canal was the traffic in produce and lumber from the interior of this continent to the southern portions of the continent, and to South America and the West Indies, and the return product of those countries that might be required here; and a very simple calculation made by any one familiar with the business of transportation, as conducted on this continent, would show that that canal would be entirely off the line of such traffic as could be advantageously carried on between the valley of the Great Lakes and the southern parts of this continent and the West Indies. Such was his conviction, and he had never yet seen any paper that really grappled with this, the kernel of the subject, if he correctly apprehended it.

Mr. DOMVILLE pointed out that it would be impossible for traffic to go from the interior of this country to the south by way of this canal, when the canals were only twelve feet deep. The foreign trade would sooner seek the the Gut of Canso. As regards the traffic in flour, it should be remembered that before Confederation, out of 710,000 barrels of flour that were imported into the Lower Provinces 700,000 came from the States, and 10,000 only from Canada; but now only 10,000 came from the States and 700,000 from Canada. As to return cargoes they would be made up of fish, coal, plaster, &c. It was a necessary sequence of Confederation that the best possible facilities should be provided for the interchange of products between the various Provinces, and without it Confederation could not be successful. At present the freight from Great Britain to Quebec and Montreal was \$2.50 per ton, while the railways charged \$6 a ton from St. John to Montreal. This showed the necessity of having water communication. He thought the Government should not put a grant in the estimates year after year if they did not intend really to go on with the work.

Hon. Mr. Holton.

Hon. Mr. MACKENZIE said the hon. member for Cumberland seemed to think that there was nothing to prevent the Government from having tenders for this work ready to be laid before the House as an authoritative statement of its probable cost. Now, he could assure the hon. gentleman that if he would call at his office he would satisfy him that every possible effort had been made to get the plans ready, in order that estimates might be obtained early in October. They had reason to expect that Mr. BAILLAIRGE, who had charge of this business, and had given his entire attention to it for months, would have been able to have had his plans in such a state in January as that tenders might be asked for. He (Mr. MACKENZIE) pressed the matter upon him and upon the other officers of the Department, in order to have this done, if possible, for he felt that if Mr. BAILLAIRGE's and Mr. PAGE's estimate of the work was correct it would be a very serious undering for the result. He felt very much the want of satisfactory information as to the commercial advantages of this canal, and he applied to Mr. PAGE for information of that kind. He was surprised to hear the member for Cumberland say that he had obtained information of that nature from Mr. PAGE, for Mr. PAGE had told him (Mr. MACKENZIE) that he had utterly failed to find any sources of information on the subject. Looking at the work geographically, it did seem as if it was a work that might accomplish a great deal. That there were tidal influences in the Bay of Fundy that made the work peculiarly difficult no one could deny. It was an exceptional work; there was nothing like it in the world. The tide at low water being from 35 to 40 feet at one end and from 5 to 9 feet at the other, was a state of things that made it peculiarly difficult either to design or execute the work. Looking at the estimate of Mr. BAILLAIRGE of the cost of the work he was quite sure it was within reasonable bounds. He knew from the cost of works that had been executed within the last two years, and from the schedules of recent contracts that the prices estimated by Mr. BAILLAIRGE were much below these which the Government were paying at the present time. As would be seen by his report he (Mr.