

Mr. FISHER. That shows the danger of talking about a situation which the hon. gentleman is not familiar with. It happens that this was a beach, and that there was no connection between the sea and the pond inside, and the public road went along that beach. The government, in order to help the fishermen, dredged a channel into the lagoon which was at the back of the beach, and when that dredging was done the bridge was necessary. Before, there was no creek, and no water, and no bridge. Under the circumstances it was thought right that the government should build a bridge.

Mr. FOWLER. I am not aware whether the minister was reading me a lecture or reading himself a lecture about talking of something he knows nothing about. The minister told us this river was there before there was a Dominion government—

Mr. FISHER. I said that of the St. John river.

Mr. FOWLER. The minister certainly referred to this creek.

Mr. FISHER. No.

Mr. FOWLER. If the minister reads 'Hansard' to-morrow he will see I am right.

Mr. FISHER. No; I referred to the St. John river.

Mr. FOWLER. If the minister does not attempt to fix the 'Hansard,' I will guarantee it does not state what he says.

Mr. FISHER. I will promise not to touch it.

Mr. FOWLER. The minister now says there was a lagoon there, and they dug a ditch through to it.

Mr. FISHER. A channel.

Mr. FOWLER. We have heard of lagoons in the province of Nova Scotia to which ditches have been dug from the ocean, and the lagoon emptied itself and there was a lagoon no more. Is this one of these?

Mr. FISHER. No.

Mr. FOWLER. Of course not, because in that case you would not require a bridge because the ditch would be dry. You must have dug a very large ditch to necessitate the expenditure of \$10,000 for a bridge.

Mr. McLEAN. The bridge in question is built across what the hon. gentleman calls a lagoon. It is called Grand Etang in French, and therefore, as the name implies, it required a bridge of considerable size. As the minister has very properly said, the old highway was across the beach between Grand Etang and the Gulf of St. Lawrence. The Dominion dredged a channel there, through which nice sized fishing schooners can go in and out, and they had to cut the highway in order to do that. The

Mr. FOWLER.

harbour having become a navigable harbour by means of the dredging of this channel, the municipality or the provincial government would not dare cross that lake, or pond, without coming to the Dominion government and asking leave, thus demonstrating that that harbour was the property of the Dominion government. I object to the hon. gentleman (Mr. Fowler) comparing this to something found in the Quebec harbour cow pasture. I can assure my hon. friend that we have not such shady transactions on our hands down there as could be found in some other parts of the country—known to the hon. gentleman from King's, N.B.

Some hon. MEMBERS. Hear, hear.

Mr. McLENNAN. And therefore all our grants should not be viewed with that miserable degree of suspicion that seems to have been cast upon every grant that has been under consideration before this committee to-day, for the simple reason, in my judgment, that they are grants to public services in Nova Scotia, a province that has committed the unpardonable offence of sending an unbroken contingent of Liberals here. I cannot account for this in any other way. To return to my point, the Dominion government very properly assisted the fishermen of Grand Etang by aiding them in getting a harbour for their boats before which time about 100 or 150 fishermen were obliged to build small slips and to place capstans at the heads of these slips and pull their large fishing boats up along these crude slips. To-day the member for King's N.B., (Mr. Fowler) could not wish to see a prettier sight than 25 or 30 large sized fishing boats coming in from sea on a beautiful summer day and sailing straight into that harbour—

Mr. FOWLER. I am glad that the hon. gentleman resents the idea that this is nothing like so nefarious an affair as the Disraeli bridge. Of course, we know it is difficult to parallel such a case as the Disraeli matter. The hon. gentleman is very much mistaken if he thinks I was criticising the creation of this harbour.

Mr. McLENNAN. Calling it a ditch would look like that.

Mr. FOWLER. It is not the pier that is the ditch, the ditch was made across the beach connecting the ocean with the lagoon. It was explained by the acting minister that this channel across the beach was made necessary and that destroyed the highway. I understood from the minister that this bridge was built across the new channel. Now my hon. friend tells us that this bridge was built across the lagoon itself and was necessitated owing to the channel being cut through the beach. It then became necessary to change the highway and