

May 4, 1874

necessary in order to get the best possible route, and a careful examination made in order to ascertain approximately the cost and enabling contractors to know somewhat definitely the extent of the works.

He had always held that the great mistake in the Intercolonial Railway was letting out the work before there was a proper survey made, and the Government were determined that the mistake should not occur again. The surveys would be completed as rapidly as possible, but they must be accurate. He conceived it to be impossible to spend any money on British Columbia this year, except in surveys.

**Mr. De COSMOS** hoped the present Government would not treat the people of British Columbia as the last had done. Four years had now nearly passed since a commencement should have been made upon the railway, and still no work had been done. The contract was already broken, but if the Government did not commence in British Columbia at once, the people would feel that faith with them had entirely been broken, and he was not prepared to say what action they would take.

If the work were not commenced at once, the people would appeal to the Imperial authorities, and see whether they had no means of obtaining justice. So far as his private information went, a large portion of the people were only waiting for such an expression of opinion as they had heard just now to send their appeal to the Imperial Government, and ask for an extra session of their own Legislature in order to sanction their action.

**Hon. Mr. MACKENZIE** said it was the intention of the Government to complete the surveys all through before commencing to build the railway, and he could assure his hon. friend, however anxious the Government might be, it was utterly impossible to commence it this year.

**Mr. De COSMOS** said there was a portion where it might be commenced at once, and the Minister of Public Works was labouring under a false impression and from false information, if he thought otherwise. The portions which he referred to were that at Esquimalt and the Narrows, and he did not see any reason why it should not be proceeded with just as well as the branch from Fort Garry to Pembina. He held that it was a portion of the contract with British Columbia that this portion should be proceeded with at once and that the connection should be at Esquimalt.

**Mr. ROSCOE** asked if the east coast of Vancouver Island would be surveyed this year.

**Hon. Mr. MACKENZIE** said the appropriation was for the whole work of the survey.

The item was then agreed to.

**Mr. WILKES** said it was the desire of the people of Ontario that the Fort Garry and Pembina Railway should be completed at once, and he did not see why the item for that road should stand over till the Pacific Railway Bill came down.

**Hon. Mr. MACKENZIE** said it had an intimate connection with the whole scheme.

\* \* \*

#### CANAL DE LA BAIE VERTE

On the item of \$500,000 for Canal de la Baie Verte,

**Mr. DOMVILLE** asked if the amount was to be spent on the canal during the next financial year, 1875.

**Hon. Mr. MACKENZIE** said it would be necessary to settle the course of the canal about which the engineers differed before they could determine this question. The Government would spend as much as the public interest required. The Government could give no more explicit pledge than that at present.

**Mr. DOMVILLE** wanted some definite answer.

**Mr. CURRIER** thought the Government were doing quite right to take time to consider this matter.

**Mr. KILLAM** said this canal was looked upon by the people of the Lower Provinces as a part of the scheme of Confederation. (*Laughter.*) He believed the people of the Lower Provinces would expect the money to be spent in those Provinces to compensate for the amount to be spent in the Western Provinces. If the Canal de la Baie Verte were not to be built, he thought the money should be expended in the eastern extension of the railway system.

**Hon. Mr. HOLTON** said it was clear that the work would cost an enormous sum of money, not less than \$8,000,000, probably \$10,000,000 or \$12,000,000. It would be very valuable at a reasonable cost to connect the waters of the St. Lawrence and those of the Bay of Fundy, but it was a serious question whether the cost would be at all commensurate with the expenditure, being double what it was estimated to be when the work was first introduced to the House.

**Hon. Mr. SMITH (Westmorland)** asked what authority the hon. gentleman had for saying the cost would be \$12,000,000.

**Hon. Mr. HOLTON** said the same as he had for saying that the Intercolonial Railway would cost \$20,000,000. The only survey which the Government had was a military one. This laid the cost at about \$8,000,000 and, judging from past surveys of this kind, he was convinced the cost would be much higher. The least this canal would cost would be \$10,000,000, and he believed it would be \$12,000,000. It had not been shown that any direct or indirect advantage would accrue to the country at all commensurate with this enormous expenditure.

**Mr. PALMER** spoke of the productiveness of the section through which the Canal de la Baie Verte passed, and defied his hon. friend from Châteauguay (Hon. Mr. Holton) to deny that if the work could be accomplished at any reasonable cost it would be exceedingly beneficial, as it would reduce 200 miles of navigation to twenty. He spoke of the easy level of the land through which the canal would pass, and said that if the contrary was found to be the case, the people of the Lower Provinces would be prepared to