

surely the hon. member for North York should deal a little mildly with him.

Mr. MULOCK. I think we should not get into deep water among ourselves. Of course, I did not mean anything towards my friend from Digby. It is quite impossible for us, in this extensive Dominion, extending 3,000 or 4,000 miles between the oceans, to be familiar with the various localities of the country. I am very glad, however, that my hon. friend from Digby takes sufficient interest in Ontario to enquire into the expenditures there, and having found out the advantage of these works I am sure he will approve of them. However, I am thankful to the hon. Minister for attempting to reconcile friends here. Now, I want to ask what are the prospects of this canal being available, and the main object of this scheme being attained. It is some years since the Government undertook the work, and, if I remember rightly, they embarked in it with the assurance to the public that they would be able ultimately to connect the two waters.

Mr. BOWELL. As soon as the resources of the country would justify. When the Government—

Mr. MULOCK. When the Government recommended this expenditure to the House, they justified it on the ground that this was going to be a through system, not local or provincial, but one that would afford a highway between the east and the west.

Mr. ROBERTSON (Hamilton.) From Chicago to the ocean, if necessary.

Mr. MULOCK. Yes; it was to be a grand highway on the water, like a railway on the land. This expenditure has been going on for some years, and the question is, when is the object of this scheme likely to be attained? Can we have any information on that point?

Mr. POPE. I think not, because the surveyors are at work, and they have been making their plans and reports, so that we have not been able yet to make up our minds.

Mr. SHANLY. I think the hon. gentleman from North York need not be afraid of getting into too deep water, as the depth of water will be about 5½ feet. I think the plan we are pursuing is the wiser one. There is a long stretch of water, and by making short pieces of canal in the rock, here and there, you can utilise these waters for local purposes. Each lock built, though it may be some years before it can be used for traffic purposes, will be useful for internal purposes. The hon. member for North York referred to this as a grand route.

Mr. MULOCK. I did not say that.

Mr. SHANLY. It will never be a grand route, because it will be utterly impossible to utilise it, beyond the depth of 5½ feet, and where we have such great depths of waters on each side, the St. Lawrence and Ottawa waters, it will be impossible to make use of the Trent Canal in any other way than for internal purposes.

Mr. MILLS. The hon. member for East York (Mr. Mackenzie) came to the conclusion that this canal, in so far as constructed, was a work essentially provincial, within the jurisdiction and power of the Local Government. The observations of the hon. member for South Grenville (Mr. Shanly) have only served to show that the position taken by the former Government was the right one. I am not going to criticise the appropriation made for this purpose. It may be necessary, in order to extend the advantages of this work to a considerable section of the community; but the remarks of the hon. member for Grenville show that he does not consider it wise on the part of the Government to press forward a work so as to connect the waters of the Georgian Bay with Lake Ontario, at the present time. He thinks it should be pushed forward gradually, be-

Mr. POPE.

cause, even though completed, it would not become a general route for trade. All these observations confirm the propriety of the course of the former Administration, and show the impropriety of the course of hon. gentlemen opposite.

Sir JOHN A. MACDONALD. I dare say that a large section of the country through which this system goes will be quite satisfied to pardon the constitutional breach the hon. gentleman is talking about, for the sake of having the canal. The system is a very old one. It has been reported on by many able engineers, and at last the Government adopted the idea of making it a permanent work by connecting the two great waterways. It may be, it cannot compete in all respects with other and deeper waters and with a railway system, but it will be substantially a Dominion work, connecting the two waters, and at the same time of great advantage to the fine district of country through which it passes. The hon. member for Grenville (Mr. Shanly) has fully described the policy of the Government when he said the ultimate object was to connect the two waterways, but to go on with the work by degrees, connecting these internal waters by artificial means in every spot where they could be locally useful, until the resources of the country would allow the completion of the work in the Dominion sense; that is the sense in which the appropriations are asked for.

Mr. PLATT. The Auditor General's accounts would lead us to suppose the progress of the work is quite satisfactory. No less than \$2,236 were paid to A. F. Wood and Wilkinson for valuating land expropriated on that contract. That would constitute a large portion of the route of the canal; but those parties were paid \$3,500 for valuating property on the Murray Canal worth \$1,800.

Mr. VAIL. The hon. gentleman is now asking us to make an appropriation, and cannot give information regarding it. If he has not floated down the canal, I would like him to wade through it, so as to be in a position to tell us something about it, what it is being built for and what we have to expect when it is completed.

St. Peter's Canal.....\$ 2,500

Mr. PAINT. The St. Peter's Canal was never finished, but I have not the same doleful account to give that the hon. member for Digby (Mr. Vail) has given. The Government spent last year some \$20,000 there, and improved it very much. The sides of the canal were left with jagged rocks to tear the vessels' sides and bulwarks out as they passed through. There was not a post or a ring bolt to fasten a line to, but that has been remedied in a great measure. It will require probably some \$30,000 to complete, and make the work entirely serviceable.

Mr. VAIL. This work pays something. The receipts last year were \$2,193.

Works necessary to increase the supply of water to the Rideau Canal and the Gananoque River... \$ 20,000

Mr. MILLS. Will the hon. gentleman state why so large a sum is being spent, because, as far as I know, the canal is hardly used at all?

Mr. VAIL. The total receipts last year were \$7,000, and the expenditure was \$36,000.

Mr. POPE. The dam at Devil's Lake was built 45 years ago and was rebuilt in 1872. Some claims for damages not having been recognised, some dissatisfied person tore up the dam in 1876, and it has not been reconstructed. The result was, that the mills at Gananoque and at other places on the route ceased running, as, in the dry season, they could not find sufficient water. They asked us either to furnish the water or to pay them for the damages they sustained.