

some future day, but whether the business that it would now serve would warrant the expenditure of the very large sum of money that would be required to build this canal, was a question which required a great deal of consideration. It was difficult for individual members to say what would be the effect of this canal upon trade. There was no doubt that there were serious obstacles in the way of the construction of this canal, owing to the fact that there were extraordinary high tides at one end, and very low tides at the other. It would, undoubtedly, cost an immense sum of money, and whether that sum of money could be spent to greater advantage for the whole Dominion on some other public works, was a question for the Government to consider. Very little had been said about the difficulties of the navigation of the Bay of Fundy; but he could speak from experience when he stated they were very serious. He was surprised to hear the hon. member for St. John say there had been no wrecks on the Bay of Fundy.

Mr. PALMER—I said between St. John and the head of the Bay of Fundy. The danger is between the entrance of the Bay and St. John.

Mr. FORBES—Are there any vessels that go up there at all?

Mr. PALMER—Ask the people who live along there.

Mr. FORBES proceeded to say that this canal, if built, could never be used during six months in the year, and he doubted the propriety of spending so large a sum of money on a canal which would have to be idle half the year. The hon. member for St. John attributed motives to the members for Nova Scotia, in this matter, which were entirely unfounded in fact. They had no motives other than those which led them to regard the interests of the whole country. He would be very glad to see this canal built, but not at the present time, and he therefore was glad that the Government did not intend to hurry on the work but that they were to take time to give the whole subject the fullest consideration.

Mr. SINCLAIR said the frequent appearance of a vote in the estimates for this work, and the many attempts to postpone operations on it, showed that the whole subject required a great deal of consideration. He thought the House should

be grateful to the representatives from Ontario who had taken the position that if this work was proved feasible and practical it should be prosecuted, but if not it should be dropped. It was very difficult for any one to estimate the volume of trade that would be served by this canal, because the increased facilities which it would afford would enhance the volume of trade to an extent that could not now be estimated. St. John was growing very fast, and the trade of that section of the country was largest and most rapidly carried on in the fall of the year; the very time when navigation around Nova Scotia was dangerous, and therefore if the canal were built a great many coasting vessels would use it in the fall of the year. He was very doubtful, from the reports about the practicability of the work. If he was satisfied on that point, he would have no hesitation in voting for the appropriation, because he had not the slightest doubt that it would be a great advantage to the trade of the Maritime Provinces, and also to some extent to the Upper Provinces. This work should not be looked upon as a sectional but as a national work. If the canal was built it would be found that enterprising men in New Brunswick would build steamers adapted to it to run through to the American coast, and a trade would spring up that could not at present be estimated. The only point he was in doubt about was as to whether the work could be constructed for anything like a reasonable sum, and in order to settle that point he thought the Government were wise in taking more time to acquire more accurate and fuller information.

Hon. Mr. MACKENZIE said he had listened with very great attention to the opinions expressed by gentlemen from various parts of the Lower Provinces, but he saw no reason to modify what he had stated a little while ago. He then stated that he had most serious doubts as to the practicability of the work, but as to that they must be guided by the opinions of eminent engineers. If, when the plans were completed and tenders received, the cost was found to be reasonable, it would then be a matter for consideration as to what extent the Government should go in executing the work. He proposed making further enquiries as to the practicability of the