

the River La Planche, on the Bay of Fundy, and of the proposal made by Mr. H. G. C. Ketchum, on behalf of a Company formed and to be incorporated as "The Chignecto Marine Transport Railway Company," (limited) and approved by the Governor-in-Council on the report of the Minister of Railways and Canals, after consultation with the Chief Engineers of the Department."

I think that if we have time at our disposal to deal with this matter, as the Senate should deal with every subject which comes before it, we should require that preamble to be proved. There is no evidence whatever that this Ship Railway would be a great advantage to the Lower Provinces or to any part of the Dominion. It has not been shown that such an undertaking is practicable. Some of the very best authorities in the United States think that Captain Eads' scheme for a Ship Railway across the Isthmus of Panama is impracticable. I have grave doubts, and it has not been shown to the House at all, that this undertaking of Mr. Ketchum's is practicable. Then there is not the smallest evidence that if the railway were constructed it would ever pay its working expenses. The presumption is that it would not.

HON. MR. MILLER—It would not pay for the grease for the ways.

HON. MR. POWER—When these measures, dealing with large sums of money, come at such a late period of the session, it is impossible for the Senate to give them that attention which they deserve. This measure might as well have come a month ago as now: still I do not intend to let it pass without my protest. The only trade that can go over this ship railway is the trade between points north of Cape Sable Island in Nova Scotia and between the Bay of Fundy, practically, and the Gulf of St. Lawrence. The trade between these points is extremely limited and never will be large. The population round the Gulf of St. Lawrence is small and all the shipping which plies between the ports of the Gulf or the ports on the Bay of Fundy, that would under any circumstances go there is very small indeed. The probabilities are that if this railway were constructed it would be used mainly by American fishermen, although there are not a great many of them to go to the Gulf now. The Govern-

ment of Canada propose, not knowing whether this work can be constructed—there not being the slightest evidence to show that when constructed it will pay its working expenses—to contribute really about \$2,500,000 for the construction of this work, probably enough to build it altogether. The sum of \$150,000 a year for 25 years is about equivalent to a subsidy of \$2,500,000. This is a thing about which there is no hurry and I really think, at the end of the session, when there are such immense sums being voted in the estimates or otherwise, this House ought not to pass this Bill. But as the principle of it has already been affirmed I do not propose to move its rejection. I will move that the Bill be not now read the third time but that it be recommitted to a Committee of the Whole House for the purpose of amending it to provide that no agreement or contract shall be of any effect until approved of by both Houses of Parliament. It will be seen that there cannot be much objection to this because the Bill says if, within seven years from the first of July next, they should construct this ship railway, the subsidy may be granted, so the hon. Minister of Justice will see that the money will not be required for a long time. It seems only reasonable that Parliament should have this control over so large an expenditure. The Government are authorized to enter into an agreement or contract; they are not told to do it, but they may do so if they see fit and this amendment is simply to provide that such agreement or contract shall be submitted to Parliament for its approval. I do not think there can be any objection to the amendment.

HON. SIR ALEX. CAMPBELL—I have no objection to the amendment.

HON. MR. CARVELL—The hon. member from Halifax speaks of want of information and objects to a measure of this importance coming to the Senate at this late stage of the session. If this House were to sit for another ninety days, and the hon. gentleman made no better use of the sources of information at his command, he would know very little more on this subject than he does at present. He says that there is no evidence of the practicability of this work. It is perfectly absurd that a gentleman of his intelligence