

requires some mode of transporting its products to the east, it certainly behoves us to look to our waterways. The system of farming in the West is different from that in Ontario. In the West they thresh the wheat in the field, while in Ontario they put their wheat in the barn before threshing it, and it there goes through a certain sweating process that prepares it for a long transportation. The wheat of the West, on the other hand, is not in a condition to go into the hold of a vessel to be carried through to Montreal, though it might very well go to the terminus of this canal and pass through the elevator at that point. I contend that by the advantages that this route has to offer, we need fear no competition on the question of transit from the great West. We read in a report of the State Engineer, at New York, that that "miserable ditch," the Erie Canal, is able to compete with their first railways, and I think, therefore, we need not have any doubt as to the success of this route.

Mr. WILLIAMS. I just wish to correct one error that I think the hon. member for West Hastings has fallen into. I do so out of respect to the memory of the late Mr. Keeler, a friend of mine and a member of this House. I am sure every one knows that if any action has been taken in this matter by the Government, it is chiefly owing to the energy and ability with which he brought the matter before the House. His object was not to take down the dam, but to keep it up. I think the gentleman who represented that constituency in another Legislature, was anxious to take that dam down, but Mr. Keeler's object was to keep it up and to keep these works along with it. He brought the matter not only to the attention of this House, but also before the Boards of Trade of Montreal and elsewhere. The object he chiefly had in view was to prevent these inland waters being placed under the control of the Legislature of Ontario. It was almost complete, I think, and the hon. member for Lambton, long after the 17th September, 1878, passed an Order in Council, transferring these works to the Legislature of Ontario, but unfortunately they had not been formally handed over. From the remarks of the hon. member for West Peterborough (Mr. Hilliard), one would suppose that the only outlet of the magnificent canal was by the Trent and the waters of the Bay of Quinté. He seems to forget that, many years ago, a careful survey was made which showed that a proper outlet, one that would give the greatest accommodation to the trade, would be from the head of Rice Lake to Port Hope. I trust the hon. Minister of Railways will turn his attention to that important route.

Mr. BROWN. The hon. member for East Durham is mistaken regarding the opinions of the late Mr. Keeler. Mr. Keeler was a particular friend of mine, and I know he claimed that there was a large quantity of land there which could be reclaimed if that dam was taken away. People had already been paid for the land by the old Government of Canada when the dam was put up, and who thought they could get the land back again. The hon. member for Victoria, if he was here, could confirm all I say.

Mr. BURNHAM. I think the hon. member for West Hastings is correct to some extent in what he says in regard to the late Mr. Keeler. Mr. Keeler did favor the removal of the lower dam at Chisholm, but only in the event of the canal system not being taken up by the Dominion Government. But he was not in favor of the abolition of those dams, nor was he opposed to the Trent Valley navigation. The hon. Minister of Customs spoke of the ignorance that prevailed respecting the proposed work. If he had taken the same interest in the internal navigation of the country as the present Minister of Railways and Canals, and had visited the country and gone over the route and ascertained for himself whether such a system could not be carried out, he would have been in a better position to have spoken on the

Mr. HILLIARD.

matter. After this report was brought in by Mr. Keeler the Government sent Mr. Stark, a competent engineer, and he made a report, which was laid on the Table of the House, in which was given an approximate cost of the canal. A perusal of that report establishes the fact that that canal is a practicable one, and that the system proposed by Mr. Baird was one which should be carried out. I hope the Government will this year carry on the survey, and will be able to show next Session that Mr. Stark's survey on the estimate can be carried out.

Mr. CROUTER. I think it is not correct that Mr. Keeler wanted to get the dams taken away, because I know he was active in furthering the work. For a number of years I was a member of the County Council of my county, and a large portion of the drowned lands were in my municipality. That gentleman came before our Council, and I did all I could to obtain funds to furnish information in regard to the work. I know that his support of that work would have secured him his seat in the county so long as he was disposed to keep it. I believe this canal is of great importance, not only to the local, but to the general interest of the country, and I would be disposed to oppose any Government that would look lightly on those improvements. If carried through it will be one of the great routes for commerce between the West and East, and the canal will be of the cheap kind—a barge canal. It is very well known that a tug can tow a very large number of barges, which will transport a larger quantity of freight than a single sailing vessel. I look upon the project as one of great advantage to the Government, and it will receive my earnest support.

379. Construction of Works in connection with the Tay Canal..... \$50,000

Sir CHARLES TUPPER. This is a work intended to restore the navigation which formerly existed between the Rideau Canal and the Tay Canal. This canal is to connect the Rideau navigation with the town of Perth. The original canal, built in 1831 and opened for traffic in 1834, has long since been abandoned and hardly any vestige of the original works remains. The length of the proposed canal, by way of Beveridge's Bay, and recommended by Mr. Wise, is $7\frac{1}{2}$ miles, which may be reduced to $5\frac{1}{2}$ miles by making cuts across the bonds of the rivers. The locks to be 130 x 30, with a depth of 5 feet of water on sills—it is proposed to build two locks of 13 feet lift each, the width of the canal prism to be in earth 60 feet and in rock 30 feet. The probable cost, as estimated by Mr. Wise, is \$132,660, but this amount does not include the cost of land damages which may arise from the construction of the proposed dams, the extent of which will be known when a contour survey is made.

327. Intercolonial Railway construction..... \$10,000

Sir CHARLES TUPPER. This is in connection with Mr. Shanly's office, his salary and the salaries of the staff, and to provide for any legal expenses that may be required to be made in question with the investigation. The expenditure we expect will be within this amount.

329. Intercolonial Railway—Completing and fitting up passenger station at Halifax..... \$4,000

Sir CHARLES TUPPER. The upper part of the building has not been finished, and an application has been made by the Nova Scotia Railway Company for accommodation there, and the expenditure will be much more than covered by the rent.

333. To pay damages to the steamer *M. C. Upper* in the Welland Canal..... \$8,000

Sir RICHARD J. CARTWRIGHT. What are the circumstances?