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RESOLUTION ON CHIGNECTO CANAL PROJECT PASSES THE HOUSE OF COMMONS

Mr. R. K. Smith, Member of Cumberland, Brings
Up a Matter of Great Interest to the Maritimes—Was Supported by Dr. MacLaren of
St. John—Resolution Amended and Adopted.

Ottawa, Feb. 25—The House tonight approved a resolution calling for an immediate investigation of the project to build a canal across the isthmus of Chignecto, which connects the provinces of New Brunswick and Nova Scotia. The investigation is to go into question of feasibility, cost of construction and economic and national advantages to be gained from the construction of such a waterway.

R. K. Smith, Conservative member for Cumberland, was the author of the resolution which passed in amended form. At the suggestion of Minister of Railways and Canals, Hon. C. A. Dunning, Mr. Smith agreed to delete a final paragraph from his resolution which would have committed the government to construction of the canal on the completion of the investigation. Mr. Dunning made no objection to the passing of the resolution for holding the investigation.

The location of the canal, Mr. Smith declared, in respect to dredging and construction, was ideal, and no serious engineering problems surrounded the proposal. Away back in pre-Confederation days, he continued, the project had been under consideration.

Mr. Smith asked the member to refer to the sketches he had placed on their desks showing the shorter distances in transportation which would be provided by the canal.

Should Investigate.

The government, he proceeded, should take immediate steps to further investigate the project as to feasibility, cost of construction and economic and national advantages to be gained by connecting the waters of the Bay of Fundy with the waters of the Gulf of St. Lawrence; and these surveys and investigations, Mr. Smith declared, should be undertaken with the least possible delay. When surveys, estimates as to cost of construction, and economic and national advantages had been satisfactorily established, the government should take prompt steps to proceed with the carrying out of the project.

Although the program of canal building undertaken by the Dominion and continued since 1871 had resulted in the expenditure of \$266,848,752, said Mr. Smith, only \$1,737,425 of this amount had been expended in the Maritime Provinces. And there was infinitely greater need in the Atlantic seaboard provinces today, than ever before, he added.

Greatest Benefits

The projected canal would lessen the distance between Prince Edward Island and Saint John by 600 miles, that from Montreal to the Bay of Fundy by 500 miles, and from Montreal to the West Indies by 400 miles, all of which meant a saving of many days when considered in bulk, he said.

Business firms all over Prince Edward Island, New Brunswick and Nova Scotia, said Mr. Smith, urged that a waterway of this description would tend to increase the general trade of the provinces, have a beneficial effect upon their business, and furthermore, be a distinct national advantage.

Resuming his speech after the dinner recess Mr. Smith pointed to the fact that this proposal had the support of all commercial bodies in the Maritime Provinces, irrespective of their party affiliations.

MacLaren Supports.

Dr. Murray MacLaren (Conservative, Saint John-Albert), said the canal project had been before the House on several occasions during the past years. For various reasons it had not been proceeded with, but at one time a large sum had been floated for the purpose of carrying out the work. One of the important reasons for stopping the project was the fantastic proposal to build a ship railway across the Chignecto isthmus. This was started but not completed, the result being that the matter had been thus delayed very seriously until the present.

The isthmus was from 18 to 20 miles wide. Were a canal built, it would bring two large bodies of water into

contact—the Northumberland Straits and the Bay of Fundy. This would result in the port of Prince Edward Island approximating to the ports in the Bay of Fundy, and along the coast of the United States, by several hundred miles. It would have a similar effect with respect to the north shore of New Brunswick and Nova Scotia. With regard to the St. Lawrence, it was estimated that 500 miles would be saved on the route to Saint John, to Portland, Me., to Boston and New York.

Hon. Mr. Dunning.

Hon. C. A. Dunning, Minister of Railways and Canals, declared the matter of the canal at this location had been actively drawn to the attention of the government by Senator Hance Logan, who had advanced all the arguments to which the House had listened this afternoon.

The government did not propose to deny an investigation. Such a proposal could not lightly be dismissed and the government was prepared to have such an enquiry made. He suggested, however, that it would be advisable to drop the last paragraph which would commit parliament in advance to build this canal. It was asking the House to do quite a little. He submitted that the proper course was to have an investigation, to get the report, and let it be tabled, and then discussed.

If it cost \$7,100,000 in 1873, then the commitment would be rather more expensive under modern conditions. Under the circumstances, he could say that if Mr. Smith would drop the last paragraph, the government would undertake to have the investigation made.

Mr. Bennett Concurs.

Mr. Bennett said he concurred in nearly everything mentioned by Mr. Dunning. He had made some enquiries years ago in connection with the proposed canal. It had long been a problem in the Maritimes. The opposition leader agreed with the suggestion that the last paragraph of the resolution be deleted.

Hon. J. L. Ralston, minister of national defence, believed that an investigation as advocated in the resolution should be made. People at Amherst were taking a real interest in this project.

Mr. Smith agreed to the deletion of the last paragraph of his resolution, as suggested. He urged, though, that this matter be given the government's consideration in every possible respect. The resolution in amended form then carried.

THE STOCK MARKET WAS DECIDEDLY BEARISH TODAY

The stock market today was decidedly bearish in tone, and a softening of prices seemed to be quite general in the list. C. P. R. sold off to 248½ and other rail issues were also off. On the Montreal exchange Brazilian held up well but Nickel was off ten points. Canada Car Common sold at 156, Frasers at 80 and Massey Harris at 85½.

The Stock Quotations.

(Quotations furnished by McDougall & Cowans, Members of the Montreal Stock Exchange, by special arrangement with their Saint John office.)

New York Market. (Up Until Noon)

American Can	116½
Amer. Smelters	115¼
Amer. Tel. & Tel.	214
Anaconda	135½
Bethlehem Steel	98½
Canada Dry	82½
Canadian Pacific	248¾
Chrysler	100½
Corn Products	87½
Consolidated Gas	107½
Curtiss Aero	150
Fox Film A	88¾
General Motors	80½
General Electric	236½
Hudson Motors	86½
International Nickel	60¾
Kennecott	80¼
International Harvester	107
Missouri Pacific	78½
Montgomery Ward	128½
Nash Motors	109½
New Haven	89¾
New York Central	191½
Paramount-Fam. Players	62½
Radio	75
Rubber	52¼
Sears Roebuck	158½
Standard Oil of N. Y.	39
Studebaker	88
U. S. Steel	187½
Victor Talking Mach.	152¼
Westinghouse Electric	152¾
Wright Aero	270

Montreal Market. (Up Until Noon)

Abitibi	50
Asbestos Pfd.	50
Brazilian	68
Brompton	47
Canada Cement Common	30
Canada Car Common	156
Canada Power & Paper	31½
Canada Steamships Pfd.	96¼
Can. Industrial Alcohol	41½
Dominion Bridge	103½
Fraser	80
General Steel Wares	37½
Famous Players Canadian	43
Hamilton Bridge	70
International Nickel	61
International Power	34
Massey Harris	85½
Montreal Power	111
National Steel Car	122¼
Port Alfred	71
Power Corporation	117½
Quebec Power	88
Shawinigan	86½
Steel of Canada Com.	61
Winnipeg Elec. Common	85

Winnipeg Elec. Pfd.	107
Bank Stocks	
Montreal	372
Royal	372
Nova Scotia	401

Montreal Curb Market

British American Oil	50½
Dryden	23
Imperial Tobacco	11½
Imperial Oil	92½
International Petroleum	54½
International Utilities A	47
McColl Frontenac	34½
Noranda	61½

Montreal, Feb. 25—Net earnings of the Brazilian Traction, Light and Power Company for January 1929, were \$2,220,055 as compared with \$1,922,570 in January 1928, representing an increase of \$297,485.

Gross earnings for January of this year are shown at \$3,392,833, as compared with \$3,307,175, in January of last year, an increase of \$85,658. Expenses showed a n increase of \$283,173.

MISS E.A. BRIDGES DIES AT FRENCH WINTER RESORT

(Continued from Page Eight.)

they were joined there by Dr. and Mrs. H. V. B. Bridges of this city. A letter received by Dr. Bridges from his sister only a few days ago, made no mention of illness, so it is to be presumed that her death was quite sudden. The deceased is survived by one sister Miss Clara Bridges, who was with her at the time of her death and by two brothers Dr. H. S. Bridges of St. John and Dr. H. V. B. Bridges of this city. The latter went to St. John this morning to confer with his brother in regard to the funeral arrangements.

City Visitors

Among the visitors to the city today are: A. Watters, Toronto; J. F. Payne, Lincoln, N. B.; Mrs. J. F. Payne, Lincoln, Lincoln; George B. Oland, St. John; O. B. Davis, Grand Falls, N. B.; C. T. Richard, M. L. A. Bathurst; Hon. Lewis Smith, M. L. A., Coverdale; J. P. Loudon, Bathurst, N. B.; M. E. Agar, M. L. A., St. John; E. A. Reilly, M. L. A., Moncton; Hon. L. P. D. Tilley, M. L. A., St. John; I. R. McCloskey, St. John; C. C. Alward, Sackville; A. J. Brooks, Sussex, N. B.; H. M. Woods, Sackville.

Curlers Here Today

The Thistle Curlers of St. John arrived here today and will exchange "sweeps" with the Fredericton club this afternoon and evening. Both clubs have had some stirring battles in past years and today's games ought to provide some of the best curling of the season.



These ladies were engaged in their own work at the Halifax branch of the Canadian Red Cross, a doing a national work at the Ocean terminals in Halifax, where they have extensive facilities for caring for immigrants, women and children.

When these buildings were erected by the Canadian National Railways, they having since been turned over to the Halifax Harbor Commission, a suite of rooms was set aside in the large passenger ticketing building, and furnished for the particular work that these Red Cross women desired to do. The suite contains a dormitory and nursery room, where women and children may rest; a large lounge room, where children have a nursery, where their mothers and fathers may read and write, and also have light lunches. They also have lavatories and toilet rooms where children may be bathed and cared for, and they are also equipped for rendering first aid and giving light hospital attention.

Work done by these ladies is entirely voluntary and a visitor to the Immigration Pier, when ships are in port, may see these sisters of the Red Cross working day and night.

The above is a group of these ladies taken on the occasion of a recent musical tea that was given under their auspices in the Canadian National building in order to raise funds for the continuance of their work.