

like, as has been done ever since the canal was first built on the present route from Port Colborne, but if we do we will never have a canal that can compete with the waterways through New York state to the sea-board. My hon. friend (Mr. Haggart) reminds me that even the imperial authorities have reported that Port Maitland and not Port Colborne is the proper port for Lake Erie.

Mr. GRAHAM. I think that a few years ago the commissioners recommended Port Colborne, but however that may be I shall call the attention of the engineer in charge to what my hon. friend (Mr. Lalor) has said. When the time comes, as I think it will come, for enlarging the Welland canal or for building a new one, whoever is Minister of Railways then will want to have the fullest information as to the best possible route.

Mr. LALOR. I appreciate the reply of the minister and all I ask is that the matter be looked into from the standpoint of what is best for the country. If that is done I have no doubt it will be the route accepted by the government.

Mr. SPROULE. Suppose a change should be made what will become of the heavy expenditures we have made for a number of years past in improving Port Colborne and building large elevators. It seems to me this question should have been considered years ago and that it is too late to talk about making a change now.

Mr. GRAHAM. If we are going to undertake a very vast improvement, I suppose we may be like the railway people who, when they want to reduce grades and lessen curves, sometimes deem it wise to abandon the old route altogether notwithstanding that it may have cost millions. I do not say that the old route will be abandoned; all I say is that the remarks of my hon. friend (Mr. Lalor) make it necessary that the engineer should take the matter into consideration.

Mr. J. HAGGART. There is no doubt a good deal in what has been said by my hon. friend (Mr. Lalor). The imperial authorities adopted Port Maitland as the depot for armed vessels on Lake Erie. Time and again it has been advocated in this House that Port Maitland would be more advantageous than Port Colborne. It is a natural harbour and there need be no money spent on it as is the case at Port Colborne. Of course when Port Colborne was adopted as the terminus of the Welland canal it was not contemplated that that canal would ever be deepened to the extent now contemplated. They find a great deal of difficulty on the Welland canal in getting over what is called the height of land section, which is liable to sink and which requires to be excavated

now and again. There is probably as great a depth there now as can be maintained. If it becomes necessary to deepen the Welland canal to 21½ feet it would be a question for the consideration of the government whether it would not be cheaper and better to adopt a new route.

Welland canal—heavy repairs, \$10,000.

Mr. FOSTER. Has the minister carefully compared this estimate with the pronouncement of the Liberal candidate in Welland who set out in his pre-election address what he had done for the county of Welland, all that he had got, all that was promised, and all that he hoped to get. Has the minister carefully gone over that statement of the member for Welland and is he sure he has it all in this item?

Mr. GRAHAM. I have not seen that compilation yet.

Mr. LENNOX. I can show it to you printed alongside of Mr. German's photograph.

Mr. FOSTER. Would the minister wish me to read him that statement to refresh his memory?

Mr. GRAHAM. Not at all.

Mr. FOSTER. I do not know whether it ought to be put on Hansard or not.

Mr. GRAHAM. You can't put the photograph on Hansard.

Mr. FOSTER. Probably the Prime Minister remembers it; I think he was there at the time.

Sir WILFRID LAURIER. What was that?

Mr. FOSTER. That was the celebrated statement of what had been got in the shape of money by the member for Welland; all that he had been promised, and all that he hoped in the course of five years if he were given the suffrages of the independent electors to get from the government. I think he read it at the same meeting that my right hon. friend made his statement to the people.

Sir WILFRID LAURIER. My memory is not equal to all that.

Mr. FOSTER. Very likely the Prime Minister revised and authorized it as he did the \$347,000 extra to the Civil Servants in Ottawa for the benefit of himself and his junior colleague.

Mr. J. HAGGART. We should have a statement from the government in reference to their policy on the transportation question re the Welland canal. The Prime Minister, speaking at Welland, is said to have favoured both the deepening of the Welland canal and the construction of the Georgian Bay canal. The Minister of Railways has said that he preferred deepening of the