

Minister of Finance (Mr. Fielding) was in charge of the department he said he did not see that the request was unreasonable at all, and that we would be notified when the report was ready and would likely be allowed to see it. We want to see it for the purpose of laying before the minister, before the government commit themselves to anything, the reasons why that route should be adopted. We believe that when the report is in they will find it a feasible and desirable scheme and we therefore want, not only as representatives of the ridings to present our views to the department, but we also want—at least I do and I presume that the hon. member for North Simcoe is in the same position—to have a delegation here to wait on the minister before he shall finally decide which of these rival routes shall be adopted. If the minister would be good enough to inform me as to when the report will probably be ready I would be very glad.

Mr. GRAHAM. I would say to my hon. friend that there is nothing unreasonable in his proposition at all. The report is not ready, and I cannot say when it will be. Mr. Walsh has a small staff. I can assure my hon. friend that we will notify him before we take any action so that he will have an opportunity of presenting his views as to which he thinks is the better route.

Mr. FOSTER. In reference to the Newmarket canal, I think the minister would do well if he would place before the House all the information—the survey, the reports thereon, the estimate of cost and all the reports which go to show that it is not only proposed to build it, but the feasibility of this work afterwards and the expenditures so far. I see that some \$12,000 has been spent to date.

Mr. SAM. HUGHES. There must be more than that.

Mr. FOSTER. There are some people—I do not know how many—who think it is an intolerable nuisance that the department should ever have undertaken a scheme of this kind. They may be wrong, but it will satisfy them or else give them ground for their opposition if you give us the information.

Mr. GRAHAM. We will get the information.

Mr. SPROULE. Have you not a staff working on that canal at the present time?

Mr. GRAHAM. They are working on one section of it now.

Mr. SPROULE. Yes, because I passed the other day and I saw men working.

Mr. FOSTER. Is the minister making any appropriation for the operation of the

Mr. LENNOX

Colborne elevators for the current fiscal year?

Mr. GRAHAM. I have nothing in the estimates yet, but I imagine that we will require a vote.

Mr. FOSTER. Will the minister also be able to make a statement as to the total cost, as to the prospects of the operation and what they are proposing to do for the current year? It is of some importance I suppose in connection with the deepening of the Welland canal.

Mr. GRAHAM. I will make quite a full statement as far as that is concerned when we go into the estimates of capital expenditure.

Mr. SAM. HUGHES. There is another matter to which I wish to direct the attention of the minister so that when he goes on with the capital expenditure he may be ready. I want to call his attention to a branch canal that will serve more people and be constructed at less than half the cost of the Newmarket canal. It will open up fifty or sixty miles of country which has no proper access to the outer world except by climbing over mountains from the river valley to the railway from ten to twenty miles. I refer to the country from Balsam lake northward tributary to the Gull river waters. I have drawn the attention of other ministers to this important project, but they change so rapidly—I do not know whether the present minister will also change; perhaps he will after the next election—that a minister is hardly installed in office before he is superseded. This proposed waterway would extend from Balsam lake northward following the course of Gull river and passing through Mud Turtle and Moore's lakes immediately north of which is Gull lake. There is no reason why you should not be able to extend the navigation through 'Mountain,' 'Twelve Mile,' Boscung, Beech, Maple, Grass, Pine and Cranberry lakes, a distance of sixty miles northward through the county of Haliburton. This improvement could be made very readily by the construction of four or five locks and dams and one tramway past Minden. I trust the minister will look into the matter in the meantime so that when he comes down with his capital expenditure he will be prepared to give as large a grant for this work as he has already given to the impossible Newmarket canal. Will the minister send an officer, not after a rainstorm, to take the normal flow of water on the route of the Newmarket canal. There is no report of the flow of water during any proper month of the year. There was a supposition given by some engineer that there was a certain flow in midwinter or during spring freshets, but we would like a statement of the flow of the water on some definite day or on two or three days in the summer season,