

borne a thorough, complete trial so they will be able to demonstrate not only the cost but the question as to whether the grain will tend to come by way of Montreal or by way of Buffalo. We know well that the American shippers would prefer to ship by Montreal during summer the grain stored in Chicago. They will pay larger prices for shipment by Montreal than by the southern route. There is a large traffic which probably would not go through Montreal and neither would any of the other grain come through Montreal. We would not hope to develop a traffic from the United States by deepening the Welland canal, for then you would open the way to the New York terminus at cheaper rates probably than could possibly be given to Montreal. You must stop at either Port Colborne or Prescott. It will cost too much for many generations to deepen the St. Lawrence canals.

Mr. R. L. BORDEN. On the 11th June I asked for certain information with regard to the cost of the Mountain division of the National Transcontinental Railway. A return has been brought down which is absolutely unsatisfactory, because I cannot understand what is intended. It is said that the length of the whole road from Winnipeg to the coast is 1,755 miles, of which 916 miles are included in the prairie section and 839 miles in the mountain section. Further down I find this language:

The estimated cost of construction is set down at the present date at \$61,520,000, which includes terminals at Prince Rupert, \$3,000,000.

Does that refer to the mountain section or to the whole road from Winnipeg to the coast?

Mr. GRAHAM. That is the Mountain section.

Mr. R. L. BORDEN. Might I suggest to the minister that when his clerks prepare returns they make a matter of that kind plain, so that I need not take up the time of the House in asking questions which would be unnecessary if the return were brought down in proper form?

Sault Ste Marie canal—construction, \$105,000.

Mr. GRAHAM. That is the amount expended in deepening and widening the channel at the upper end. Mr. Boone has the contract, amounting to \$256,657.

Mr. J. D. REID. How much has been paid on it?

Mr. GRAHAM. \$234,102 up to September of last year.

Mr. J. D. REID. Has the contractor been paid the amount estimated, or does the government expect that the work will cost more than the amount of the contract?

Mr. GRAHAM. This vote is expected to cover the whole amount.

Mr. J. T. SCHELL.

Mr. J. D. REID. It is going to cost the country \$50,000 more than the amount of the contract.

Mr. GRAHAM. Although these contracts are made on an estimate of a lump sum, the payments are at schedule rates of so much a yard.

Mr. BENNETT. Has the minister's department had any expense in connection with the work at present being done by the American government at Lime Kiln crossing near Windsor?

Mr. GRAHAM. I think I am safe in saying no, but I will make inquiry.

Mr. BENNETT. Will the minister inquire whether his department has in its employ a couple of agents superintending the operations of the American government?

Mr. J. D. REID. Has the minister ever gone along the Rideau canal to see how it is lighted?

Mr. GRAHAM. The Rideau canal seems to be under double jurisdiction. Part of the work is done by one department and part by another.

Mr. J. D. REID. In going through that canal this summer I noticed that it is lighted by lanterns hanging from sticks.

Mr. GRAHAM. That would be in the lake section.

Mr. J. D. REID. Although the canal is supposed to be lighted every night, it seems to be lighted only about two nights in the week. Although there are not many boats navigating the Rideau canal, I think in the interests of navigation it should be lighted every night.

Mr. FOSTER. Does the minister propose to make his statement to-night?

Mr. GRAHAM. I am not quite ready to make my statement to-night.

Mr. FOSTER. Can he say when he will make it?

Mr. GRAHAM. I will be prepared to take it up to-morrow.

Mr. FOSTER. I would also like to know when the Minister of Militia (Sir Frederick Borden) proposes to make his statement. Will that be to-morrow?

Sir WILFRID LAURIER. I cannot say.

Mr. J. D. REID. He said he was ready.

Sir WILFRID LAURIER. Then, I will ask him to be here to-morrow.

Mr. FOSTER. Then, we will take the Transcontinental first?

Sir WILFRID LAURIER. Yes.

At six o'clock, committee took recess.