

class route. I promised the gentlemen who accompanied me last year that I would submit their case to the Minister of Railways and Canals.

Mr. SAM. HUGHES. The Postmaster General on that occasion was so delighted with the route that when he found it had been traversed by a fellow countryman of his long years ago, that he promised to have a monument or statue erected to Samuel de Champlain in the beautiful town of Feneelon Falls. I do not see an item in the estimates for this and perhaps the Postmaster General will take the proper steps to have the monument erected.

Mr. LEMIEUX. I am committed, it is a question of persuading my colleagues.

Mr. GRAHAM. We will probably find it in the postal estimates. In regard to the clearing out of these logs, we did give instructions to have them taken out, and I presume it has been done.

Mr. LANCASTER. To return to the Welland canal, has the minister had any investigation or estimate made as to the cost entailed in deepening the Welland canal to 25 feet draft? I asked about it earlier and the minister said he had no estimate. It is pretty well conceded to be necessary to have canals with larger drafts to carry the freight through by water. In that section of the country there is an impression that some such investigation is being made. That is why I ask if there was any contemplated increase, if there are any engineers employed to make that investigation.

Mr. GRAHAM. I am informed by the deputy that there is no increase in the staff. The question of deepening the Welland canal is a pretty large one and is interlocked with the whole transportation problem. This much I am free to say, that if we are to carry our own traffic as well as some of the American traffic, as I have an ambition to do, by the St. Lawrence route, the Welland canal will have to be deepened to 25 feet.

Mr. SAM. HUGHES. How about the St. Lawrence canals?

Mr. GRAHAM. If we deepen the Welland canal we can carry the freight to the head of the St. Lawrence canals and there break bulk in elevators and so compete with the American routes.

Mr. BERGERON. What about the Georgian Bay canal?

Mr. GRAHAM. That is another problem before the country. These questions will have to be solved as years go by.

Mr. SAM. HUGHES. You will leave that for another minister?

Mr. LEMIEUX.

Mr. GRAHAM. Possibly not, but I would not like to make rash promises. There is an opinion shared in by some very prominent engineers that it would be cheaper and better to build an entirely new Welland canal than to deepen the existing canal. There is a difference of opinion, as my hon. friend will understand. Some engineers say that the route could be shortened several miles by digging a new canal and that the number of lock gates could be reduced by 75 per cent.

Mr. URIAH WILSON. At what cost?

Mr. GRAHAM. It would cost a lot of money. Of course it is only a guess so far as I am concerned, but I would not like to undertake it with less than from \$25,000,000 to \$30,000,000.

Mr. URIAH WILSON. What would be the difference in cost between building it and deepening the old canal?

Mr. GRAHAM. I am told by engineers it would cost less to build the new one than to make the old one up to date. I am not giving it as my opinion, but a very prominent engineer discussed it the other day. I am quietly getting some data together to see what the cost would be. I am not in a position to say what it would be yet, but I hope to give the House some idea of what it would cost both to deepen the old one and to build a new one. The benefit of the new one would be to shorten the distance considerably and decrease very materially the number of locks. Of course each lock would be larger, the lifts greater and the reaches longer.

Mr. ARMSTRONG. I notice an item of expenditure at Port Colborne, improvements to the extent of \$287,000. Would the minister give us some explanation of that?

Mr. GRAHAM. My hon. friend will pardon me, but that is under capital expenditure, and I am only asking for maintenance of the staff in this vote. I will take up capital expenditure afterwards.

Mr. FOSTER. You are not doing any business at Port Colborne?

Mr. GRAHAM. We expect to be ready shortly.

Mr. BERGERON. The minister said a moment ago that he expected in a short time to be able to put before parliament some data about either increasing the depth of the Welland canal or building a new one. What about that scheme that was brought forward concerning a canal between the Georgian bay and Port Hope or Toronto, which, if undertaken, would relieve the minister from spending any money at all on the Welland canal? I understand there