

Mr. GRAHAM I am not an expert in electricity and I do not know anything about the contract. There is this difference, however, that electrical science is in a more advanced state to-day than it was when the contract was made. On the Welland canal we merely get the power delivered to us over our own lines of transmission. I imagine that the power on the Cornwall canal is transmitted in a different way.

Mr. BRODER. While the question of the lighting of the canals is under consideration I would like to ask the minister whether he has considered the advisability of lighting the Williamsburg and Edwardsburg canals with electricity? The power is available and if it is such a benefit to navigation as my hon. friend from Stormont (Mr. Pringle) suggests, the minister is very derelict in his duty in not taking steps to have these canals lighted by electricity. I can understand that the Welland canal might be lighted a little cheaper than the Cornwall canal from the fact that it is alongside of the great originator of electricity, Niagara Falls. But I think that the prices on the Cornwall canal are beyond all reasonable calculation. I am sure that the Williamsburg canal and the Iroquois canal will be lighted at very much less cost per horse-power if the minister sees fit to recommend that it be done.

Mr. PRINGLE. Just one word in connection with the positions of Mr. Stewart and Mr. Sargent. I have objected for some years to Mr. Stewart having absolute charge of the canal. I have nothing to say against Mr. Stewart as a citizen. He is a good citizen, but I do not think that a man of his experience should have been placed in charge of such an important link in the navigation of the St. Lawrence, and I was very much pleased when I learned from the department that they had made a change. As I understand Mr. Stewart has to-day simply got control of the men, and sees that they do their work properly. Mr. Sargent has absolute control with regard to the maintenance of the canals from Cornwall to the Murray canal. I think that is proper. I have always thought they should be in charge of an experienced man such as Mr. Sargent is. There are doubtless many in the House who will remember that I before brought up the question of Mr. Stewart whom I was bound to speak highly of as a citizen but who, I feel has not the experience necessary to enable him to fill the requirements of this position, a feeling shared by those interested in navigation. I have heard men at the head of our large companies speak in that way in regard to Mr. Stewart. We should have a man with a large experience like Mr. Sargent who has charge of the canal system. As I understand the position Mr. Sargent has absolute charge in so far as repairs, maintenance and works connected with the canal are concerned while Mr. Stewart simply has

charge of the men, of the operation of the canal.

Mr. FOSTER. When this installation comes into operation it will cost \$15,000 per year to operate it including the price of the current and the wages of the men on the canal.

Mr. GRAHAM. No, I said in answer to my hon. friend from Grenville (Mr. J. D. Reid) that that did not include the wages of the lock men. We had that information here when we were on the votes for maintenance.

Mr. BERGERON. In other words, this is an extra expenditure. It will be over and above what we paid for the management of the canal except the \$10,000.

Mr. GRAHAM. The question resolves itself into this: Is it in the interests of navigation to light the canal? Everybody says yes. Under the old scheme we had it lighted for about seven miles by gas at a cost of \$10,000. Under this we have lighted by electricity twenty-seven miles of the new canal and six of the old for the guidance of the men in regulating the water, &c., over thirty miles in all that are well lighted by electricity. If it had been all lighted by gas before it would have cost as much but we get twenty-six extra miles lighted, we get all the lock gates and bridges opened and closed for an extra \$5,000. It seems to me it is a remarkable investment, to say nothing about the improvement to navigation and I am told that vessels save two hours in every twelve by this system.

Mr. BERGERON I am not criticising the lighting of the canal and the working of the locks by electricity, but as a matter of fact the Welland canal will cost \$18,000 a year more than it cost before, that is \$28,000 less \$10,000 for the gas, leaving \$18,000 a year more than before.

Mr. GRAHAM. For which we get all the extra lighting and the working of the canal.

Mr. J. D. REID. At page 36 of the report this appears:

The cost of repairs, &c., for nine months, ordinary repairs under the head of staff and repairs, \$53,247.50.

As I understand the minister that will not be reduced, that will be paid as before and in addition there will be \$15,000 more for the operation of this electric plant and the interest on the \$450,000.

Mr. GRAHAM. I think so.

Mr. FOSTER. By this system we will have better lighting and better operation, the saving of time in operating the canal now that you have this improved lighting and the operation of the locks by electricity instead of manual power.