

department. In the autumn, when the season is drawing to a close and the produce of the country has to be forwarded to its destination, we give some leniency in allowing the canals to open on Sunday.

Mr. HUGHES. How does the Railway Department control that?

Mr. GRAHAM. They ask for permission and we give it.

Mr. HUGHES. If that is so why can't you give permission all the year round.

Mr. GRAHAM. The law is that there shall not be any traffic on the canals on Sunday as a general thing, but in an extreme emergency, such as the break in the Cornwall canal last year, we allowed the canals to be open on Sunday in order to get the traffic through.

Mr. LANCASTER. And you allow it for three weeks in the autumn?

Mr. GRAHAM. When the Cornwall canal was broken last year there was great congestion of traffic, and as soon as the repairs were finished we allowed the canals to be opened to get rid of the congestion.

Mr. LANCASTER. You allow the Welland canal to be open on Sunday from October to the end of navigation, and if you can do it then why can't you do it from April to October? If it is right in October, why should it not be right from April to October?

Mr. J. A. CURRIE. Under the present regulations for closing the canals on Sunday it simply means that the sailors never get on shore for a minute on Sunday. They load up and on Saturday night, a few minutes before 12 o'clock they get ready and clear and the men have to work all day Sunday on the lakes. If that law was not on the statute-book the vessel owners would endeavour to have the men on shore on Sunday and the men would have a chance to go to church. I do not believe in such a distortion of the law by reason of the agitation of people who do not understand the facts. There is not one sailor in a thousand who has a chance to put his foot on shore on Sunday. There is a Sabbath law providing that a boat shall not start out on Sunday.

Mr. HUGHES. Is it the intention of the minister to have the Sabbath Observance Act amended?

Mr. LANCASTER. So that he will not have to break it every fall.

Mr. MILLER. He does not have to break it every fall because the Sabbath law has a provision for that fall traffic.

Mr. LANCASTER. I would ask the assistant Minister of Railway if that law does not permit him to do it at any time in the year.

Mr. MILLER. I would tell the would-be Minister of Railways and Canals that it applies every fall.

Mr. LANCASTER. Is there a limitation in the statute to the fall?

Mr. MILLER. The Act makes a special provision for the fall when the grain is coming down.

Trent canal construction, \$1,000,000.

Mr. S. SHARPE. The correspondence relating to this matter has just been brought down and we are not prepared to discuss it.

Mr. J. A. CURRIE. It would take a good sized man to carry the correspondence which came down yesterday, let alone read it and it would be an advantage to have it stand over.

Mr. GRAHAM. I do not want to be unreasonable as I realize that hon. gentlemen are reasonable in dealing with my estimates. This is the third time the item has been called, and I would be glad to know when they would be ready to discuss it; if they would be ready the next day we go into Supply, I would ask to have it stand again.

Mr. J. A. CURRIE. I do not wish in any way to dictate to the minister but I would be glad to have the discussion postponed until Thursday.

Mr. GRAHAM. I wish to have it borne in mind that the part of my supply that has gone through is a very small part of what has to go through for my department, but I am anxious to meet hon. gentlemen half way and we will allow it to stand.

Mr. HUGHES. In the meantime I would ask the minister to consider, since he is going on with the branch canals, an extension of the canal from Balsam lake to the lakes in Haliburton county by the construction of two or three dams. The matter is most important. For one-fifth of the expenditure the minister is wasting on the Newmarket ditch he would open up fifty miles of country with twenty times the population that would be served by the Newmarket ditch.

Mr. LENNOX. I wish to remind the minister that the people in the neighbourhood of Barrie and between there and Collingwood are depending upon coming to interview the minister before he determines upon the question whether he shall connect with the Georgian bay by the Severn river or by a direct canal from the head of Kempenfeldt bay through to the Georgian bay. That is whether the canal will follow the earlier survey or the recent survey. I have had some correspondence with the department in reference to it.