

to reopen the canal to Pigeon river. I do not know if the hon. minister has a dredge to spare, but we want a couple of more dredges along that route, and I would recommend him to have them as early as possible for they could do lots of work and be of splendid service to the people.

I might mention another point in the same connection. The Grand Trunk Railway line between Omemeé and Peterborough crosses the stream about a quarter of a mile below the village landing. At the time the Grand Trunk Railway was built, the river was not of much use for navigation though it had been previously. An arrangement is now being discussed between the Grand Trunk Railway Company and the Omemeé people under which the station if possible will be moved down town to near this place. There is no swing bridge at that railway crossing, but under the law—the river having been navigable before the railway came—the onus of keeping the stream clear lies on the railway. I draw attention to that so that my hon. friend may have it looked into. In a short time the matter may come up and the government be called on to require the Grand Trunk Railway either to put in a swing bridge or raise the bridge over the river so that it may be navigated. Possibly, however, some arrangement may be arrived at between the village and the Grand Trunk Railway, in which case the government would not be called on at all.

Mr. GRAHAM. We have a small amount in the main estimates for the work on Pigeon river and at Omemeé. We have one dredge there and expect to have another.

Mr. LANCASTER. How much of that increase for staff and repairs \$22,000 on the Welland canal is for repairs, and how much for staff?

Mr. GRAHAM. It is practically for repairs and the increase is due to the enhanced cost of labour and materials.

Mr. LANCASTER. It is contemplated that the present staff will do the work.

Mr. GRAHAM. Yes.

Mr. LANCASTER. What sort of repairs and on what part of the canal?

Mr. GRAHAM. This is really maintenance over the whole canal. Repairs are constantly required. I was up over the canal one day for a drive and saw a number of men trying to find out a small leak. That sort of thing is happening all the time and it does not take much to make the increase. It would be pretty hard to say in detail what the repairs will be.

Mr. LANCASTER. Why does the hon. minister think it will cost \$9,400 more this year than last? I do not know of any conditions that would require this increase.

Mr. GRAHAM. It is not really for anything particular in addition. The superintending engineer estimates that on account of the advance of labour and all materials required his repairs this year will cost that much more than last year. This is the estimate made by the superintending engineer himself.

Mr. LANCASTER. Is the increase entirely due to the increased cost of labour and material?

Mr. GRAHAM. I think that last year we had to get a small supplementary vote.

Mr. LANCASTER. The \$9,400 is an additional amount and unless some special repairs were required in some parts of the canal I cannot understand why there should be such an increase on the ordinary general repairs about which I know.

Mr. GRAHAM. Before March 31, 1908, we had to bring in a supplementary vote in order to make up what we were short so that we are really not asking this much more than we spent last year.

Mr. LANCASTER. How much more is it?

Mr. GRAHAM. I have not the supplementary estimates here.

Mr. LEMIEUX. Referring for a moment to the Trent Valley canal, I listened with great attention to what was said by my hon. friend from Victoria and Haliburton (Mr. Sam. Hughes). I have been more fortunate than the new Minister of Railways and Canals in that last year I visited that section of the canal between Lindsay and Kirkfield. I must congratulate the chief engineer of the Department of Railways and Canals upon the excellent work that has been done there. As a piece of engineering it is certainly a marvel unequalled in this country and perhaps on this continent. I agree with my hon. friend that in order to make the canal as useful as possible to the trade of that section of the country two things are necessary. I met very important manufacturers and many tradesmen who live in that region and who paid the government the compliment of saying that when the canal is completed it will certainly benefit them a great deal. But there are, as I said, two things which must be done, as we noticed last year when I was there in company with the chief engineer and some others. After leaving Lindsay harbour and entering the canal you notice logs at the bottom impeding navigation to some extent. Last year the yachts following the steamboats were somewhat hampered in their journey on account of these logs. Very little work would be necessary to clear the channel. Then on a few sections of the canal a little dredging is necessary in order to make it a first-