

occurred at a worse season of the year but it is an enormous loss to this country. I say with all the credit to those who are doing the work of repair that it has been rushed as expeditiously as it was possible to rush it. I was on the ground. The next day after the accident work was begun, within nine days water was in the canal and I understand that within three days vessels will be passing up and down. The work has been expeditiously and well done. But, I want to call the minister's attention to lock No. 20. If what I suggest is done it will save an enormous amount to the people interested in navigation and it will prevent a recurrence of navigation being tied up for two or three weeks owing to a break in the canal.

Mr. J. D. REID. I would like to ask the minister—

Some hon. MEMBERS. Oh, oh.

Mr. J. D. REID. I am going to take my time until I obtain this information even if the hon. member for Yale-Cariboo (Mr. Ross) continues interrupting as he did last night. I think that we are entitled to some consideration.

Mr. DUNCAN ROSS. I also think that the other members of the House are entitled to some consideration.

Mr. J. D. REID. I do not think it is fair of the hon. gentleman to interrupt. I would like to ask if it is a fact that a competent engineer like Mr. Sargent is on that work under Mr. Stewart.

Mr. GRAHAM. Mr. Stewart occupies the position of superintendent and Mr. Sargent is engineer of the canals from Cornwall to the Murray canal.

Mr. J. D. REID. I understood that the minister stated that Mr. Stewart is in charge of the canals from Cornwall to the Murray canal and that Mr. Sargent is the engineer acting under Mr. Stewart. Is that right?

Mr. GRAHAM. My hon. friend is not going to put words in my mouth.

Mr. J. D. REID. No.

Mr. GRAHAM. My hon. friend knows what 'superintendent' means. I say that Mr. Stewart is the superintendent of the canals from Cornwall to the Murray canal and that Mr. Sargent is the engineer.

Mr. R. L. BORDEN. I do not understand what the expression means. Is the engineer under the superintendent or the superintendent under the engineer?

Mr. GRAHAM. The superintendent is the officer responsible to the department and the engineer is responsible for everything appertaining to engineering. The superintendent is the chief officer. I do not mind explaining to the hon. leader of the opposition (Mr. R. L. Borden) because he is not

Mr. PRINGLE.

conversant with the facts, but the hon. member for Grenville (Mr. Reid) knows all about it. He lives on the canal. He is playing upon words.

Mr. J. D. REID. No, I am not.

Mr. GRAHAM. The superintendent is the man in charge of the canal and the staff is under him.

Mr. LANCASTER. The hon. gentleman told us three times that Mr. Ross was under Mr. Stewart. Did he mean that or not?

Mr. GRAHAM. Mr. Ross bore the title of overseer and was on the Williamsburg canal. I have always understood that he was an engineer, but he was known as the overseer and was subject to the superintendent.

Mr. LANCASTER. The hon. gentleman disputed the statement of my hon. friend from Grenville and said that he as an engineer.

Mr. GRAHAM. I say so still.

Mr. LANCASTER. And he said that Mr. Ross was the engineer in charge.

Mr. GRAHAM. My hon. friend must admit that a superintendent may be an engineer and that an overseer may be an engineer.

Mr. J. D. REID. The only thing I contend for is that a person occupying the position of chief should be an engineer of the qualifications of Mr. Sargent or of the gentleman in charge of the Welland canal. I think it is hardly fair to put a man with the qualifications of Mr. Sargent or any other engineer—I only mention his name because he happens to be the gentleman there—under the instructions and subject to the orders of a man with the qualifications of Mr. Stewart, who was a school teacher down in Glengarry before he got that position. I think that the minister, if he stated his own opinion, would agree that this is hardly fair. If the minister wants to prevent accidents of this kind he should put a man like Mr. Sargent over the whole canal. Mr. Sargent has to take his orders from Mr. Stewart; therefore he does not feel that he is responsible and the matter is not looked after as well as if we had Mr. Sargent or some other man of equal qualifications in charge of the Cornwall and Murray canals. The accident is to a large extent due to not having a competent man in the position that Mr. Stewart occupies.

Mr. BERGERON. I should like the minister to explain why it is that we are paying \$14 per horse-power on the Welland canal and \$63 per horse-power on the Cornwall canal. Why is there such a difference between the two? If \$14 is sufficient for the Welland canal which has twenty-six locks why should we pay \$63 for the Cornwall canal which has only six locks?