

complete statement as to the way freight and the through freight. I do not see how we can get reliable information in any other way than by keeping an officer for that purpose.

Mr. FOSTER. The officer of the boat takes an account of the freight that comes in and goes out in the whole course of the canal, both way freight and through freight and he puts that down in his statement and makes an affidavit. Unless you have an officer at each station to see whether these goods actually go on or off, you cannot check the officer's statements, and you are no further ahead than if you had this statement put in an envelope and sent to the head office or hand it out to a responsible officer at the end or beginning of the canal or at certain points.

Mr. BLAIN. I notice in the list which the minister read the name of S. J. Tilley who receives \$1,400 in connection with the statistical department and the same gentleman is subcollector of customs at Port Colborne and receives \$300. What does he do for the \$1,400?

Mr. GRAHAM. The hon. member for North Toronto and myself have just been discussing that. He collects statistics from the different vessels and transmits his report to us. We get in this report a complete record of the traffic done in the waters of Canada.

Mr. TAYLOR. When this office was created for Mr. Tilley at Ottawa, I see he was paid 168 hours Sunday labour at 20 cents an hour. When was the office created? Under the late government the canals were running just as they are now and tolls were collected and a record kept, without these special officers. This office was simply created for the purpose of giving Mr. Tilley a position. When was he appointed?

Mr. GRAHAM. For years we have had these statistical officers. I know from my own knowledge that we have had statistical officers on the canals for years. Under the old system when we collected tolls the toll collector and the statistical officer were the one man, but ever since there was a canal there must have been men collecting statistics. I do not know when Daley was appointed.

Mr. TAYLOR. In connection with the Rideau the lock masters at Kingston Mills, Smith's Falls and Ottawa collected the tolls and kept the statistics. Now in Ottawa a new office is created for Daley at \$1,400 and he is paid 14 cents an hour for Sunday labour, yet he does nothing but take the reports from the lock masters and compile them. He has an office in Ottawa,

Mr GRAHAM.

the rent and caretaker are paid by the government. I have gone through the canal and know all about it. I know that the work is done now practically as it was previous to 1896. This appointment was simply to create a job for Mr. Daley who has nothing to do.

Mr. GRAHAM. As to this being a new office I am informed that Mr. Daley succeeds Mr. Battle who did the same work exactly.

Mr. TAYLOR. This office has been created since 1896, but the statistics were given then as fully as they are now.

Mr. GRAHAM. There was a collector of tolls at that time who also made the statistical report. It was practically the one position.

Mr. TAYLOR. No, the lockmasters were the collectors of tolls at all points. Why is this man paid for Sunday labour?

Mr. GRAHAM. Sometimes at the close of navigation we permit vessels to go through on Sunday and then we pay the men extra for that Sunday labour, as under the new arrangement they are not supposed to work on Sunday.

Mr. FOSTER. Would the minister give us some information as to the increase of local traffic on the canals over seven or eight years? One would suppose that with the increase of settlement and the development of the country this local traffic would increase. Has it or has it not?

Mr. GRAHAM. As far as the lockages are concerned there is a great multiplicity on account of the number of small craft. I have here the figures for some classes of grain for the Welland canal:

Tons passing through Welland canal to Montreal—		
	1899.	1906.
Barley..	596	21,196
Corn..	150,999	55,559
Oats..	10,250	37,164
Rye..	923	1,405
Wheat..	269,978	289,611
Total..	354,485	523,159
Tons passing to Canadian ports between Port Dalhousie and Cornwall—		
	1899.	1906.
Total..	108,958	209,628
Tons passing to United States ports on south side of lake—		
	1899.	1906.
Total..	172,738	236,003

It seems to show quite a large increase in all these.

Mr. FOSTER. That is through traffic?

Mr. GRAHAM. Yes.