

hundred sections of the Railway Act against him. If we could so arrange it that it would be nothing but a layman's court that would be the ideal condition. Although that is the ideal condition that is not the condition to-day, for no man can get his case properly presented unless he employs a lawyer who understands the Railway Act. I do not think that ought to be so. I suppose any party to a case can be deprived of the right to engage counsel, and as the railways will certainly employ skilled advocates the difficulty is that the other party must have counsel to contend against them:—

Contribution of the government railways to the faculty of McGill University towards the foundation of a school of railway engineering and transportation in general in connection with the faculty of applied science, \$2,500.

Mr. J. A. CURRIE. Is the minister not afraid he is breaking his heart in giving such a huge contribution to a small organization like McGill University?

Mr. GRAHAM. The Canadian Pacific Railway gives \$3,000, the Grand Trunk \$3,000, the Canadian Northern \$2,000, and we give \$2,500.

Mr. J. A. CURRIE. Do they not test your oils and materials free of charge?

Mr. GRAHAM. We pay extra for that.

Mr. HUGHES. Is the college course a training in the running of trains and the handling of engines and so on?

Mr. GRAHAM. It is a course of general instruction in railway matters.

Mr. HUGHES. The building of roads and the operating of trains?

Mr. GRAHAM. It deals with the general theory of railroading.

Mr. LANCASTER. Is McGill the only university which gives this course?

Mr. GRAHAM. I understand so.

Mr. DANIEL. I suppose the students have to pay their regular fees?

Canal staff and repairs, \$1,081,254.

Mr. GRAHAM. I have a lengthy detailed statement, but perhaps it will be sufficient to give the totals for the various canals.

Lachine.. . . .	\$143,760
Soulanges.. . . .	78,975
Beauharnois..
Cornwall.. . . .	125,000
Williamsburg.. . . .	51,000
Welland.. . . .	220,000
Sault Ste. Marie.. . . .	44,057
Trent.. . . .	80,000
Rideau.. . . .	123,700
Carillon and Grenville.. . . .	36,607
St. Anne.. . . .	5,985
Chambly.. . . .	51,300
St. Ours.. . . .	5,845
Murray.. . . .	9,000

Mr. LANCASTER.

St. Peter's.. . . .	\$ 4,700
Dredge vessels—Lachine.. . . .	8,000
Rideau.. . . .	10,500
Miscellaneous.. . . .	11,000
General.. . . .	15,000
Quebec canals, salaries.. . . .	20,625
Trent canal, salaries, grant.. . . .	4,700

We have \$31,000 for operating the canals on Sunday. Last year when the break in the Cornwall canal was repaired the canals were open on Sunday and we had to pay the men extra for that.

Mr. HUGHES. Is it allowable to go through the locks on Sundays if the boat owner mans the lock himself?

Mr. GRAHAM. No.

Mr. HUGHES. Why not?

Mr. GRAHAM. They cannot run through the canals on Sundays without first getting permission from the department, and in cases of emergency it has been found necessary to give that permission.

Mr. HUGHES. It is all right for the government boats to run through on Sundays?

Mr. GRAHAM. It is all wrong if they do not get permission.

Mr. HUGHES. They do it though.

Mr. GRAHAM. In one case in a thousand.

Mr. J. A. CURRIE. Without being in any way irreligiously inclined, I should think it is a serious thing to stop the canal traffic of the country on Sundays. The American canals, our competitors, are open on Sundays, and it is only a matter of a few years when they will have a better canal system than we have. The present system simply cuts off one-seventh of our traffic, and that is a serious matter. Considering the time that is taken to lock a ship through on Sunday and the conditions under which it is done I do not think any law of the Bible would be broken. All the lock-tender has to do is to touch a button and the machinery does the rest. I certainly would not advocate anything that would be irreligious, but it is pure hypocrisy to let street cars run on Sundays and close down the canals.

Mr. HARTY. And allow railways to run.

Mr. J. A. CURRIE. It simply adds one-seventh to the equipment of those engaged in the transportation business. No one can pretend for one minute that the canal gates are open by any servile labour, for the man has simply to sit in his chair and touch a button and if he likes he can read his Bible all the time he is doing it.

Mr. GRAHAM. It is a matter about which there is a divergence of opinion, and it is the law and not a regulation of the