

canals, with an office at the city of Ottawa, and he has control of the statistical branch for all the traffic passing through the Rideau canal, for which he is paid a salary of \$1,400 a year.

Mr. BERGERON. What is the work really done by these men at a cost of \$28,000? Is it a very important work, and could it not be done otherwise?

Mr. GRAHAM. I submit that it could not be done otherwise to be reliable. This information is of no use to the country unless it is reliable, and in order that it may be reliable we have to have officers charged with the special duty of giving us that information. The only way to ascertain whether or not we should deepen or extend our waterways or build more canals is by ascertaining the amount of traffic done in our canals at present. If my hon. friend will look at this report consisting of 184 pages of statistical matter, all of which is important to the country, he will see that the information is very complete.

Mr. BERGERON. There is an increase of \$160. There must have been some of this work done last year on the Beauharnois canal, but now that that canal is not under the supervision of the department, there should be a decrease instead of an increase.

Mr. FOSTER. Has the minister the same system of accounts in force on the canals that he has on the railways?

Mr. GRAHAM. No. We merely apply that system to the Intercolonial Railway and the Prince Edward Island Railway. We have not carried it any further, because our system on the canals seems to be working pretty perfectly and to be giving us the information we need for the public and for parliament.

Mr. FOSTER. With reference to this \$28,000 for statistical officers, as we are getting no fees or tolls from the canals, this work should be managed as economically as possible. Is it not possible for the officers on the canals to do the work of the statistical officers? How does the statistical officer get the amount of produce carried in each vessel passing through the canals? Does he take it from the officer of the vessel, or does he make a personal examination?

Mr. GRAHAM. The amount of goods in a vessel is shown in the manifest, and we have regular forms which the captain of the vessel fills out with the statistical officer as the vessel goes through.

Mr. FOSTER. Is there an examination at more than one place on the route? For instance, the vessel has stopping places, and takes in goods at one place and puts out goods at another. Your statistical officer must keep the amount of local traffic sep-

arate from the through-traffic to give an idea of how much through traffic is done and how much local traffic is done. How does he do that? Does he check that, or does he depend for it on the officer of the boat?

Mr. GRAHAM. We have more than one officer on each canal. For instance, on the Welland canal we have an officer at each end of the canal, and the captains of vessels have to fill out the forms at both points; so that we can deduct the amount of traffic coming in from the amount going out, and the difference will show the amount of local traffic done.

Mr. FOSTER. I do not know that it would. Suppose that between the head and the tail of the canal you have traffic coming in and going out. There is presumably local traffic done all along the route of the canal. It seems to me that you must be dependent for your returns of traffic on the officers of the boats, and that what your statistical officers do is simply to total up the amounts of the returns given by the officers of the boats.

Mr. GRAHAM. It is done on the system by which a customs officer gets his returns from steamers, in the way of inward reports and outward reports. The officer of a boat passing through a canal has to make a declaration not only as to the amount put off but as to the amount taken on, so that the officer at the last point at which the boat touches before passing out of the canal would have a complete statement.

Mr. FOSTER. A boat starts in at the beginning of the Welland canal and after it enters the captain makes out a statement of everything he has. Does he divide that statement into through traffic and where it is billed for and show what is left off at every station? Then as he comes to a station in the canal, he gets on a further supply, part through and part local. There again he has to keep the record himself. In the end, does it not amount to this that your statistical officer is simply a computer of the returns made by the captain or other officer of the boat.

Mr. GRAHAM. To a certain extent, but he is a responsible officer and of course the officials of the boat are responsible to the government for the correctness of their statements.

Mr. FOSTER. They make a declaration?

Mr. GRAHAM. They do and they keep a report such as I have mentioned. They make out a general statement showing the quantity of each article of way freight transported on the canal, also of each article of through freight, also the amount of tolls which would have been collected were tolls charged. They have to give a