

an arraignment with respect to discipline than anything else on the whole. I am free to say that the commissioner suggests, if I remember correctly, that from the point of view of the discipline of the staff, it would be a good idea to have a new overseer. Of course, we do not always act on the findings. I want to digest the evidence myself because I am always loath to dismiss anybody without giving him a chance. If my hon. friend insists I will bring down the report, but it is not customary to lay on the table a report until we decide the action which is to be taken upon it.

Mr. MONK. I suppose we will have Supply Estimates connected with this matter later on?

Mr. GRAHAM. Yes.

Mr. MONK. And in the interval perhaps my hon. friend will see his way clear to letting us have the report?

Mr. GRAHAM. Yes.

Mr. MONK. What was the cost of the inquiry and what amount was paid to Mr. Boyer, the commissioner?

Mr. GRAHAM. Mr. Boyer was to be paid \$25 per day. I will get the total cost.

Mr. SAM. HUGHES. Would the minister give us an explanation of the work done on the Trent canal and also on the Newmarket canal?

Mr. GRAHAM. We can discuss that on the vote for capital expenditure.

Mr. SAM. HUGHES. Is there, nothing on the Trent canal for repairs and salaries? The minister has a whole lot of officers running up and down the country and we want to know what some of them are doing. How many men are looking after the head waters of the Trent canal in connection with the waters taken over from the Ontario government?

Mr. GRAHAM. I have not all the detail here.

Mr. SAM. HUGHES. I wish the Minister would bring down the names of employees on the Balsam Lake division and a statement as to their duties. Under the agreement with the Ontario government the dams and roadways are to be kept in repair by this government and I want to know what has been done in connection with that. I represent that portion of the country and it is my opinion that nothing has been done. There are a few of these gentlemen roaming around there and we have to take them in hand occasionally to keep them from doing harm. They stop the water at a period of the year which causes injury to the millmen below and at other periods they let the water run when there is no necessity for it. I think we taught them

a lesson by taking the law into our own hands.

Mr. GRAHAM. I will get the information.

Mr. SAM. HUGHES. Has the minister any officers employed in connection with the Newmarket canal?

Mr. GRAHAM. There is no officer appointed for that. I think the commerce does not warrant it yet.

Mr. SAM. HUGHES. The predecessors of the minister were not from the province of Ontario and they probably did not know about the Newmarket canal. But if the present minister has gazed out of the car window as he passes near Newmarket he no doubt has seen a little stream trickling along at the rate of about forty cubic feet an hour and which is supposed to furnish the water supply for that canal. Has the minister taken any precautions to see that the water supply for the Newmarket canal will be sufficient or will be sufficient or will he have some of his engineers report on it?

Mr. GRAHAM. They have reported.

Mr. SAM. HUGHES. If the minister will be good enough to look the matter up, he will find that there is no report on the volume of water. The water supply is utterly inadequate even in wet seasons. There is not enough to fill a lock in two days.

Mr. LENNOX. I want to call the minister's attention to a matter in connection with the extension to Newmarket, that is, to a petition which was sent to the government from the residents of Bradford and vicinity to have a short piece of canal constructed from a place which has the misfortune to be called the Devil's Elbow on the Holland river to the neighbourhood of the railway station at Bradford. This is not an extensive work; it would involve the expenditure of very little money, and would be a great convenience to the people of Bradford, especially to the commercial interests there. The canal would be through a kind of peat bog for a distance of half a mile or not more than a mile, and would be very easy of construction. Probably the easiest way would be to carry the canal around from the railway station to the south until it strikes the river again, so that the vessels could come in one way and go out the other. The petition for this work was presented to the government some time ago, and I do not think it has been acted upon. We feel that there ought to be at all events an investigation as to the cost of the work, and as to whether it would be a proper work to expend money upon. The necessary outlay would be