

payment for nine months, add one-quarter to make up the whole year, and you have a total of close up to the amount I have stated.

Mr. J. T. SCHELL. The hon. gentleman (Mr. J. D. Reid) will recollect that, some years ago, when this matter was up for discussion, it was shown that there was a contract for something over \$52,000 a year with the Davis Company—they call it now the St. Lawrence Power Company. That contract had been conditionally entered into by the former government and was carried over. But the Minister of Railways and Canals of this administration reduced that to about \$28,000. Since that time, they have put up the workshops and done some extra work in Cornwall which may have made some extra expenditures by the government necessary—I am not informed as to that. But there is the fact as stated in this House at the time, that there was a contract for \$52,000 which was reduced under this administration to \$28,000.

Mr. J. D. REID. The original contract was entered into years ago, before the art and science of electricity had developed as they have now. But that contract was for twenty years only. It would have been expiring about now. But the present government made a contract for eighty-nine years, and they are expending about \$45,000 per annum, as I have said, for these six or seven locks, which is only about one-quarter the number on the Welland canal. The government can pay the running expenses and the interest for four times as many locks and do it for about half what they are paying on the Cornwall canal. Judging by the Welland canal, they are paying altogether too much on the Cornwall canal.

Mr. J. T. SCHELL. The hon. gentleman is comparing the present advanced state of electrical development with a period when there was but little such development. But if he will compare what was done by this government with what was done by their predecessors, he will find that there has been the saving that I spoke of, and I do not think there is in that much to complain about.

Mr. J. D. REID. But the hon. gentleman (Mr. J. T. Schell) leaves out of account the fact that the contract under this government was made for eighty-nine years. I can understand why the hon. member for Glengarry is so anxious about the Cornwall canal. We have had a break in the Cornwall canal, and I claim that the hon. member for Glengarry (Mr. Schell) is almost responsible for that break, and I will tell the House why. Through the influence of the hon. member for Glengarry a man was put there as superintendent over that canal, who was a school teacher, who was a clerk getting \$30 a month in the Canadian Pacific Railway shops. They had a man there in

Mr. J. D. REID.

charge of that canal, and over all these canals, that never had any experience on canals at all, and he was put over all the men who did have long experience.

An hon. MEMBER. Who recommended him?

Mr. J. D. REID. The hon. member for Glengarry recommended him. He was organizer in the hon. member's county, and the hon. member cannot deny it.

Mr. J. T. SCHELL. I tell the hon. gentleman that is not so.

Mr. J. D. REID. Yes, and the hon. member went to the Minister of Railways and recommended him.

Mr. J. T. SCHELL. He happened to teach school there for a short time, but he was neither born in the county, nor resided there, except one term as teacher.

Mr. J. D. REID. I claim that it was neglecting the marine interest of this country to put over the works of that kind a school teacher, a man who never saw a canal until he was put there, and they gave him a steamboat to run up and down the canal.

Mr. GRAHAM. Will the hon. gentleman tell the House who his predecessor was?

Mr. J. D. REID. The hon. gentleman knows that he was supposed to be one of the best engineers in Canada, the late Mr. Rubidge.

Mr. GRAHAM. My hon. friend will pardon me. Dr. C. E. Hickey, ex-M.P., was superintendent, occupying the same position for quite a long time, and a good man he was, too. He occupied the same position as Mr. Stewart.

Mr. J. D. REID. Now the minister knows that is not a fact, and I will tell him why. The late Mr. Rubidge was the engineer in charge of all the canals from Cornwall to the Murray canal. Is not Mr. Stewart in that position to-day? Has not Mr. Stewart charge from Cornwall to the Murray canal?

Mr. GRAHAM. The hon. gentleman is quite mistaken. There is at the present time, and has been, an engineer equal in ability to any engineer I care to name; he is in charge under Mr. Stewart of the Cornwall and other canals.

Mr. J. D. REID. As I understand the position, it is this: Mr. Stewart is occupying the position that Mr. Rubidge did, and Mr. Rubidge was the engineer in charge of the canals from Cornwall to the Murray canal, and to-day there is no other man but Mr. Stewart in that position. He is the only man now that has charge from Cornwall to the Murray canal, except the men who are called overseers.

Mr. GRAHAM. No, my hon. friend is wrong. I want to explain to him again