

cheaper to hire a man and give him a salary to attend to these cases. It might perhaps give it too much the appearance of a legal court but, there are questions of law involved where lawyers would be employed, and I think it would be cheaper to employ one for a year than to employ a dozen of them at different times and give perhaps \$1,000 or \$2,000 to each. When the lawyers are working for the government they do not do much before they have rolled up a bill for \$1,000. The minister should give some assurance that the Solicitor General will be employed in a portion of this work or that some definite system will be followed in future.

Mr. GRAHAM. It is only fair to the Solicitor General to say that he has attended to many cases for the Railway Department during the past year. The Justice Department selects the counsel and we are not particular so long as he is a man who can defend our case.

Mr. TAYLOR. And the right kind of politics.

Mr. SPROULE. The Solicitor General should give the country something in return for his salary.

Mr. CROCKET. How much does the minister expect the appointment of additional commissioners will cost?

Mr. GRAHAM. The commission appoints the officers and I could not answer that question until I have had a discussion with the chief commissioner.

Mr. HAGGART. Was there more than the \$90,000 expended last year?

Mr. GRAHAM. I think we made them keep within their appropriation.

Mr. SPROULE. Does it cover travelling expenses and all?

Mr. GRAHAM. Yes.

Mr. LENNOX. I suppose these commissioners will have their secretaries, but it will not anything like duplicate the staff.

Mr. GRAHAM. If the commission were divided into three parts it would increase the expense for reporting and that kind of thing but it would not increase the expense proportionately.

Mr. LENNOX. I hope the dividing up of the commission will not result in the multiplication of private cars.

Mr. GRAHAM. Official cars.

Mr. LENNOX. It would be a serious matter if we had to get additional cars for these new commissioners. What is the policy of the minister as regards that?

Mr. GRAHAM. That policy has not struck me yet. There is no doubt in the world that if they have to do business ex-

peditionously they will have to make the car their office and carry their staff with them. It would probably be cheaper to do their work in the car as they go along, particularly as nothing is charged for hauling the car, than it would be to move the staff by the ordinary transportation. One great advantage of an official car is that your correspondence can follow you and you can keep up with your work—just as well as if you were in your own office.

Mr. LENNOX. I am afraid that means we are going to have another private car. It would not be necessary for these gentlemen to be travelling in different directions at the same time as one portion of the board could be sitting in Ottawa. If the present official car were kept working overtime we could do without getting another one, and these gentlemen might be able to borrow some of the other private cars occasionally. I hope the minister will not inflict another official car on the country.

Mr. SPROULE. If you divide the commission into three bodies they would want more than one car because one section would not ride in an ordinary conveyance while the other section had a private car.

Inspection, Grand Trunk Pacific, \$28,000.

Mr. LENNOX. This is the first time we have had this appropriation and the Minister of Railways might give us a satisfactory and elaborate explanation such as the Minister of Agriculture always gives.

Mr. FISHER. Give me a chance to get on with my estimates and I will be brief.

Mr. GRAHAM. We have an engineering staff to look after the Grand Trunk Pacific and probably some additions will have to be made to that staff.

Mr. LENNOX. When will these gentlemen start to work and what are their duties?

Mr. GRAHAM. There are four or five at work now and as the Grand Trunk Pacific extends through the mountains, others will have to be appointed.

Mr. SAM. HUGHES. How far has the Grand Trunk Pacific gone now?

Mr. GRAHAM. I will produce all that information when we come to the Transcontinental Railway vote. It is very important and I want to give the House all the information I can. I would like to be exact about it and I would prefer to give the information all at one time.

Mr. SAM. HUGHES. Who is making the survey—the Grand Trunk Pacific Company or the government?

Mr. GRAHAM. The Grand Trunk Pacific makes it, but our engineer checks it.