

NATIONAL TRANSCONTINENTAL RAILWAY—CLASSIFICATION, DISTRICTS 'B' AND 'F.'

Mr. LENNOX asked :

Referring to letters of October 7, 1907, and April 28, 1908, from Mr. H. A. Woods, assistant chief engineer of the Grand Trunk Pacific Railway Company, to Mr. Lumsden, chief engineer of the eastern division of the National Transcontinental Railway, in the latter of which Mr. Woods says:

'Dear Sir,—This is to acknowledge receipt of your letter of April 24, in regard to classifications given on districts "B" and "F," wherein you say you could confer with me, either in Ottawa or Montreal, so as to arrange dates for arbitrating the points in dispute and for the appointment of a third arbitrator, &c.

'In reply thereto, will say that the action you propose cannot be taken until after you have complied with my request of October 7, which, as you will recall, has been several times repeated, that you and I personally make an inspection of those portions of the work on districts "B" and "F" where it is claimed improper classification has been made.

'Kindly let me know when it will be convenient for you to make this inspection, and I will place myself at your disposal.'

Have Mr. Lumsden and Mr. Woods personally inspected the portions of the railway referred to since April 28 last? If so, when and with what result? If not, why not?

Mr. LENNOX asked

1. Have the matters and questions respecting alleged over-classification on portions of the eastern division of the National Transcontinental Railway complained of in a letter of October 7, 1907, and subsequent letters, from Mr. H. A. Woods, assistant chief engineer of the Grand Trunk Pacific Railway Company, to Mr. H. D. Lumsden, chief engineer of the eastern division, been referred to arbitration under the provisions of paragraphs 7 and 4 of the agreement, a copy of which forms the schedule to the National Transcontinental Railway Act? If so, who are the three arbitrators?

2. When and how was the third arbitrator chosen or appointed?

3. When did the arbitrators enter upon their duties, and what progress have they made?

4. Where are the proceedings being carried on?

Hon. G. P. GRAHAM (Minister of Railways and Canals). The answer will cover both these questions: Mr. Lumsden, chief engineer of the Transcontinental Railway Commission and Mr. Woods, assistant chief engineer of the Grand Trunk Pacific Railway Company have made an inspection of disputed cuttings in district 'F,' and are now engaged in inspecting similar disputed classification in district 'B,' as provided by paragraph 7 of the agreement, being the schedule to the National Transcontinental Railway Act. Their inspection not being yet completed they have made no report and matters have not yet reached the stage

Mr. OLIVER.

where the appointment of a third arbitrator is necessary.

INTERCOLONIAL RAILWAY—TIES.

Mr. STANFIELD asked :

1. Have new orders been issued respecting the delivery of ties upon the Intercolonial Railway?

2. What time limit has been set for delivery of ties for this year?

3. Has any change been made in inspection making two classes of ties as to quality?

4. What prices are being paid for the several classes of ties?

Hon. G. P. GRAHAM (Minister of Railways and Canals) :

1. The time named in specification for delivery of ties was June 30, 1908, and notice was issued on June 16, 1908, that hemlock ties would not be accepted after that date.

2. The time limit set for the delivery of ties this year is June 30, 1908, as per classification.

3. No.

4. Prices paid for ties for the government railways are as follows: 30 cents each for hemlock, 36 cents each for cedar, Princess pine, tamarack and juniper. The railway also paid 30 cents each for hardwood ties in Cape Breton and 30 cents each for some white pine and black spruce ties in the northern part of New Brunswick.

CANADIAN ASSOCIATED PRESS.

Hon. W. S. FIELDING (Minister of Finance) moved that the House go into Committee of the Whole to-morrow to consider the following proposed resolution :

Resolved, that it is expedient to continue for a further period the granting of aid towards the maintenance of an independent and efficient service of telegraphic news from Great Britain for publication in the Canadian press, and that for such purpose it is expedient to provide for the payment of a sum not exceeding \$9,000 for the period from July 1, 1908, to March 31, 1909, both days inclusive; for the payment of a sum not exceeding \$12,000 for the fiscal year terminating March 31, 1910; and for the payment of a sum not exceeding three thousand dollars for the period from April 1, 1910, to June 30, 1910, both days inclusive.

He said: His Excellency the Governor General, having been acquainted with the subject matter of this resolution recommends it to the consideration of the House.

Motion agreed to.

PRINCE EDWARD ISLAND RAILWAY—HARMONY-ELMIRA BRANCH.

Hon. G. P. GRAHAM (Minister of Railways and Canals) moved that the House go into Committee of the Whole to-morrow to consider the following proposed resolution: