

way will be handling the through traffic of the Canadian Northern from the Northwest from Quebec east, particularly in the winter. With all this in view, it is a very practical thought what will have to be done to increase the facilities from Moncton to St. John and Halifax.

Mr. R. L. BORDEN. Did not a deputation from Nova Scotia have an interview with the minister a short time ago with regard to the line between Amherst and Truro or between Moncton and Truro?

Mr. GRAHAM. Between Amherst and Truro.

Mr. R. L. BORDEN. The object was to reduce the distance as well as the grades?

Mr. GRAHAM. To reduce the grades, but I think the distance will be a trifle lengthened.

Mr. R. L. BORDEN. The minister has that matter under consideration.

Mr. GRAHAM. That is one of the questions that must be solved. A deputation has waited on the government urging that we should double-track to Amherst and then swing off from Amherst to Truro. We have reached no conclusion.

Mr. R. L. BORDEN. Some years ago it was understood that the double-tracking between Halifax and Truro would be immediately proceeded with. It has been, so far as Windsor Junction is concerned. Is anything proposed in the early future respecting the remaining portion of the line from the Windsor Junction to Truro?

Mr. GRAHAM. Nothing further has been done.

Mr. R. L. BORDEN. Nothing proposed in the immediate future?

Mr. GRAHAM. No.

Mr. R. L. BORDEN. Are these inspections carried out by officers of the department or do you employ assistance outside?

Mr. GRAHAM. I would not say that we never employ an outsider, but almost invariably the departmental staff does the work.

Mr. R. L. BORDEN. In what then does the expenditure of \$18,000 consist?

Mr. GRAHAM. This is largely due to the salaries paid the inspecting staff of engineers on the Grand Trunk Pacific.

Mr. R. L. BORDEN. I thought it represented the expenses of the officers engaged in this work.

Mr. GRAHAM. This represents also the salaries of the officers who are making a regular inspection of the Grand Trunk Pacific.

Mr. R. L. BORDEN. How many officers are engaged in that work? I understand that Mr. Schreiber gives special personal attention to that.

Mr. GRAHAM. His salary is not included. I will mention a few names. Mr. Bell got \$600. Mr. Martin Murphy, government engineer, from Saskatchewan to Edmonton, \$1,823. He is employed steadily. Wm. McGrath, inspecting engineer, \$2,203. C. P. Sanburg, inspecting engineer and metallurgical engineer. Mr. Schreiber's expenses are here too, but not his salary.

Mr. LANCASTER. They total \$15,700. Why does the minister ask for \$28,000 for the same work next year?

Mr. GRAHAM. So far as the Grand Trunk Pacific west is concerned, there will be increasing expenditure that we may keep right up with the work, and the mountain section will be included this year. In addition, the Auditor General's Report gives only nine months and we are asking for the twelve months.

Mr. R. L. BORDEN. Is the Grand Trunk Pacific built up to a certain standard, such as indicated in the specifications, and is it the duty of the officers to see that that standard is maintained during construction?

Mr. GRAHAM. Yes.

Mr. HAGGART. We would like a full statement of the position of the Transcontinental, both the portion being built by the Grand Trunk Pacific Company and the government portion, so that we may make a comparison. On some other item, I suppose the minister will explain that.

Mr. GRAHAM. The Transcontinental Commission is asking for \$30,000,000. Under that item I will endeavour to give all the information possible.

Salaries of extra clerks, copyists and messengers other than those who have passed the Civil Service examination, notwithstanding anything in the Civil Service Act, \$4,550.

Mr. R. L. BORDEN. What means this exception to the application of the Civil Service Act?

Mr. GRAHAM. These are extra clerks. Some have passed the examination but they are not appointed to the permanent service.

Mr. R. L. BORDEN. Are they permanently employed in the ordinary sense?

Mr. GRAHAM. Yes, but they are not permanent employees under the law.

Mr. SPROULE. A few years ago when quite a large sum was voted for the purpose of providing for all these, we were told that in the future that would be done away with and these temporary clerks put on as permanent clerks. We seem, however, to be continuing the same bad habit.