

had than those of the present line, and he could utilize what is known as the short-line portion of the Intercolonial and obtain very much better advantages than could be obtained by building any new line along the Bay of Fundy. I have already called the minister's attention to this matter. I do not wish to elaborate the proposition I make at the time, but it is one that the minister will be bound to take into consideration before deciding on any such policy.

Mr. SINCLAIR. Before this item passes I wish to draw the attention of the minister to the fact that there is a better way of reaching the Atlantic sea-board than either by double tracking the Intercolonial or building a new line around by Parrsboro. Every one who is acquainted with the geography of Nova Scotia is aware that the Cobequid range of mountains have to be crossed between Amherst and Truro. On this part of the Intercolonial there are several very steep grades that lower the character of the whole line as a traffic road. It would be poor policy to build a line of railway across the continent at vast expense and with grades of one-half or one per cent and continue those steep grades between Moncton and Halifax. These can be altogether avoided by running the line north of Amherst and along the north shore to Pugwash, then to New Glasgow and Country Harbour. This would give us a splendid outlet on the Atlantic for the traffic of the Grand Trunk Pacific. I need not speak of the advantages of Country Harbour. This harbour is well known to be one of the great harbours of the world. If you made a list of say twelve of the greatest harbours of the world I will venture to say that you would be compelled to include Country Harbour in the list. I have not time at this late hour to speak of all the advantages of this route. By adopting my proposal you will get a level route and pass through the coal deposits of Pictou and open up a good country and reach the sea at a harbour that is 100 miles nearer Europe than Halifax. I hope that no action will be taken until my proposal is carefully considered.

Mr. McLENNAN. I would like to ask the minister whether he has given any attention to the very modest request I made the other evening. I observe a duplication of the Intercolonial Railway in the county of Cape Breton, a proposed duplication in Cumberland and Pictou and Colchester and a subway in the county of Pictou in the country district. I do not object to these, but I claim that the very modest requirements of the county of Inverness should receive a little more consideration. I noticed in the city yesterday Mr. Mann one of the Inverness Railway and Coal Company, and I hoped that the minister would call his attention to the matter of the joint user of the terminals at Port Tupper. I would like to know from the minister whether he has

given attention to the advisability of either coming to an arrangement with that company or making some provision or other out of this item for increased accommodation by furnishing a modest shelter in the way of a station at Hawkesbury junction on the Intercolonial Railway.

Mr. GRAHAM. In reply to my hon. friend, that is one of the questions which will have to be considered. My department is looking into the question to see if we cannot obviate the difficulty to which he refers.

Mr. FOWLER. Where are you getting your water supply for the Intercolonial Railway buildings at Moncton?

Mr. GRAHAM. I have not the information here and there is no Intercolonial Railway official present who knows anything about that special work.

Mr. SAM. HUGHES. Does the minister know nothing about the Moncton waterworks?

Mr. GRAHAM. When the item comes up I shall be able to give the information, but regret that I have not got it at hand just now.

Prince Edward Island Railway—to pay M. J. Haney on his contract, amount of award in connection with Hillsboro bridge, \$164,633.33.

Mr. GRAHAM. The amount of the claim was \$390,000. Under the contract all work had to be certified to by the chief engineer but I was under this difficulty that the chief engineer was Mr. Butler, who is now chief engineer of my department. Consequently it would not do for him to certify to the work and I decided to appoint Mr. Collingwood Schreiber as engineer and arbitrator, as he was the chief engineer of the department at the time the work was done. He made an award of \$194,000.

Mr. CROCKET. What does that make the total cost of the Hillsborough bridge?

Mr. GRAHAM. \$1,365,376.18 to June 30, last.

Mr. CROCKET. What was the department's estimate of the cost?

Mr. GRAHAM. I had a long memo. about that. There was an estimate made but the work was absolutely changed. It was found in one place that it would not do to use the crib-work on account of its decayed condition and a new arrangement was made under which an embankment was used.

Mr. FOWLER. What was the contract price?

Mr. GRAHAM. It was on schedule price, the whole thing. It was found impossible to make it in any other way. This claim was to settle up the whole work. The contract was changed, the steel work was changed, and an arrangement was made