

Mr. GRAHAM. The other day my hon. friend (Mr. J. Haggart) estimated that the bridge would cost between \$8,000,000 and \$10,000,000. That is money yet to be expended. My own opinion, without being absolutely tied to this figure, because everything is not completed to make a full estimate on, is that my hon. friend was perhaps \$1,000,000 under the right amount, that we will have to spend \$11,000,000.

Mr. BARKER. Not including what you have paid to the Quebec Bridge Company.

Mr. GRAHAM. No.

Mr. R. L. BORDEN. I would like to understand the situation with regard to the piers. I understand that the superstructure of the bridge gave way from some defect in design and was precipitated into the water and remains there. I was not aware until the minister made his statement a few days ago, that there was anything wrong with the piers.

Mr. GRAHAM. No, there is absolutely nothing.

Mr. R. L. BORDEN. Then why have they to be increased or strengthened?

Mr. GRAHAM. My hon. friend struck it in his opening remarks. The piers of the old bridge were too light. The new structure will be nearly twice as heavy as the old one, and the piers have to be enlarged to meet the new design.

Mr. R. L. BORDEN. It amounts to this, that the piers were quite sufficient for a bridge which would fall down, but they are not sufficient for a bridge which is to be permanent. The design of the piers was wrong, because the design of the superstructure was wrong.

Mr. CROSBY. We are very much interested in the east in the construction of this bridge. The minister says it will take about four years to complete it. Is it the intention of the railway to facilitate transportation in any way by means of a ferry across the St. Lawrence? Do the government propose to help us out in that particular, and is it not possible to press the work along and bring it to a conclusion within four years?

Mr. GRAHAM. My hon. friend will see that I am very careful in what I say. While we want the bridge done as rapidly as possible, a structure of this magnitude must be done very carefully. I think there is brought to bear on it as fine a quality of engineering skill as there is in the world. These men will only go so far as they can feel their way at every inch, because it is something new, nothing like it has ever been undertaken.

Mr. J. G. HAGGART.

Mr. JOHN HAGGART. Is it a suspension or a cantilever bridge?

Mr. GRAHAM. This design is a cantilever. I had hoped to go to Quebec and look over that ferry, as they use it now. But my experience of the Intercolonial convinces me that we cannot hope to carry traffic by a ferry as well as a bridge. But it will do until the bridge is constructed.

Mr. CROCKET. The minister has not answered the question I put, as to when he expects Transcontinental trains to be running from the west to Quebec.

Mr. GRAHAM. I am not in a position to answer that. My hon. friend asked me when I expected trains to be running from the east into Quebec in connection with the bridge.

Mr. CROCKET. No, I said trains running from the west to Quebec, or from Quebec to the west, because this bridge is a very important link in the system upon which the eastern provinces are depending. If, in the meantime, traffic is going to be carried by the Grand Trunk to Portland, Maine, and it gets settled in that channel, it will be very difficult to get it back to the maritime ports.

Mr. GRAHAM. I would not like to say when the Transcontinental would be running into Quebec. We are making fair progress with the construction. But I would not care to express an opinion, because I cannot do so upon any authority.

Mr. CROCKET. Will it be before the completion of this bridge?

Mr. GRAHAM. I imagine it will.

Mr. SCHAFFNER. Is that road hauling wheat now from Winnipeg to Port Arthur?

Mr. GRAHAM. I think not. Mr. Gordon Grant informs me that, except for speed of the trains, which, of course, is of great importance in the present transportation problem, they are using the road now, and any ordinary traffic could be carried over that line now. His recent report to me is that it will be practically complete and ready to carry wheat almost in another year. But trains can be run, and the contractors have offered to run a train a week over that line at 25 miles an hour, with safety.

Mr. SCHAFFNER. The minister stated about the middle of November that wheat was being hauled over that road. I would like to know to what extent. I put a question on the order paper, and I was told that ten carloads had been hauled. I presume there have been none hauled since.

Mr. GRAHAM. I gave the answer as received from the engineer. But I think they are not yet doing a regular traffic business on the road. Of course it will only be run