

will there be a substantial vote asked for the commencement of the work this year?

Mr. GRAHAM. How happy could I be with either were the other fair charmer away—my hon. friend from South Simcoe (Mr. Lennox) holds a contrary opinion to that held by my hon. friend from East Simcoe (Mr. Bennett) and this morning I informed my hon. friend (Mr. Lennox) that I would let him know when the report of the engineer was made so that he could by deputation or otherwise lay before the department the advisability of this route. The government is serious; some route will have to be selected, but it takes a little time and we want to be sure so that we may make no mistake. We want to select the best route.

Mr. LENNOX. And it would be a great deal wiser not to select either until after the next general elections.

Mr. GRAHAM. Occasionally we do get advice from hon. gentlemen opposite that we can adopt.

Mr. BERGERON. I understand that an engineer has been sent to Valleyfield to report on the inundation of lands in that locality. I would like the minister to say if the engineer has reported and if so what was the nature of his report. There are about 50,000 acres of some of the best land in the province of Quebec covered with water in that district, and the flooding is no doubt caused by the dam constructed at Valleyfield by the government when the Beauharnois canal was built. At that time the government paid a certain amount of damages to the proprietors on each side, but it was never expected that the water would rise so high as it has risen lately. Unless an embankment is built and drains laid there will be a calamity in that part of the country. There are one or two parishes which are really under water to-day. There is no politics in this matter; these parishes are in fact Liberal parishes; but the government owes it to these people to have some works performed so as to prevent this flooding in the future. In the meantime, my hon. friend should get a report from the engineer who went over the place a short time ago and find out what can be done.

Mr. GRAHAM. We did have an engineer look over the condition referred to. The very high mark reached by the St. Lawrence and other waters this year is remarkable. I am told by residents along the river that not in fifty years has the water been so high as it is this year, so that the situation as stated by my hon. friend is abnormal. My hon. friend will find something like \$10,000 in the main estimates, and we may have to ask for a further vote to do all that is necessary to protect the people.

Mr. BENNETT.

Mr. FOSTER. Last year you spent under this head \$900, not a dollar of which went towards the surveys of canals. Long distance telephones took up \$100 and travelling expenses of officers took up a considerable amount, but there does not seem to have been a rod of surveying.

Mr. GRAHAM. A good deal of the expenditure is in connection with canals. If the deputy minister as chief engineer made a trip, his expenses would probably come out of this item. The same item for railways is largely for inspecting railways being built, to see that they come up to the standard for the subsidies voted for them. The expenditure on this account last year from the 31st March to the 31st September, roundly speaking, was \$18,000.

Mr. FOWLER. Is that for inspecting the track?

Mr. GRAHAM. No. For instance, the government makes a contract with a railway for the payment of a subsidy, and we must have it inspected to see that sufficient of the railway is built and that it is built up to the requisite standard. We expended a large amount in inspecting the western division of the Grand Trunk Pacific to see that the road was built up to the standard for which we are guaranteeing the bonds.

Mr. HAGGART. Some time ago the minister foreshadowed some improvements that he was going to make on the Intercolonial. We are not only building a line from Quebec to Moncton, but the minister stated that he had caused surveys to be made for double-tracking, the road from Moncton to Halifax or for substituting for the present line a shorter line with easier gradients. What has been the result of these surveys, and has the government come to any determination in reference to that matter?

Mr. GRAHAM. My hon. friend is partly right. That matter has been discussed, but I do not think I went the length of saying that the surveys had been made. No survey has been made. In view of the concentration of traffic at Moncton in the near future, a large deputation from the maritime provinces a short time ago came before the government urging that a new line from Moncton or that vicinity be constructed to join the main line near Halifax. We have not gone the length of surveying that line, but the necessity of doing something of that kind in the near future will, I think press itself on whatever government may be in power. Somebody will have to build another track from Moncton to Halifax and St. John to accommodate the traffic. I look to the time when not only the National Transcontinental Railway will be bringing traffic to Moncton, but some rail-