

Mr. FOSTER. There was an arbitration between the government on behalf of the Intercolonial with the Grand Trunk in reference to matters in and around Montreal, and in connection with the lease made some years ago. Has that ever been finished?

Mr. GRAHAM. No.

Mr. FOSTER. Why has this dragged along? You have arbitrators appointed, have you not?

Mr. GRAHAM. I imagine that, if the late Judge Killam had lived, he probably would have had the matter cleared up by this time. We shall have to appoint another arbitrator to take his place.

Mr. FOSTER. Was there more than one arbitrator?

Mr. GRAHAM. One for each side, and a third.

Surveys and inspections—canals, \$3,000.  
—railways, \$28,000.

Mr. GRAHAM. We are constantly making surveys along our canals in order to exactly locate our own properties, when we wish to make improvements and that sort of thing. The inspection of railways is largely in connection with lines to which we grant subsidies. Before the payment of the subsidy there must be a certificate that the line has been constructed according to the terms of the subsidy contract. Up to January 31, 1909, the expenditure under this head for the current year was \$15,809.04.

Costs of litigation in connection with railways and canals, \$6,000.

Mr. FOSTER. How much of this vote has been spent for the current year?

Mr. GRAHAM. Up to January 31, last, \$2,733.67.

Mr. FOSTER. One large item of last year's expense under this head is noted in the Auditor General's Report as follows:

Quebec Southern Railway—Perron, J. L. & A. Geoffrion, legal services re Beique, \$1,684.78.

Mr. GRAHAM. I am informed that that road was in litigation, that it owed us a certain amount, and that we interposed—if that is the legal term—to protect our own interest.

Mr. FOSTER. Did you get the money they owed?

Mr. GRAHAM. A portion of it, not all.

Mr. FOSTER. Are you still carrying on the litigation?

Mr. BRODEUR. I think it is still before the court. I know of a bank which was interested in the suit, and, unless I am mis-

Mr. GRAHAM.

taken, the question is now before the Supreme Court.

Mr. FOSTER. Is this Mr. Perron the same who was engaged in the Cassels' Commission? And is J. L. and A. Geoffrion the name of the firm?

Mr. BRODEUR. I think so. There is only one lawyer of that name known to me.

To pay expenses in connection with cases before the Railway Commission, \$10,000.

Mr. FOSTER. How does that come up?

Mr. GRAHAM. The case we had last year was this: There was a provision in the Lord's Day Act which implied that the Railway Department was interested to the extent that it ought to be represented in any case under that Act before the Railway Commission. That view was pressed very strongly on the department, and after consulting with the Department of Justice, it seemed to me that, to carry out the intentions of the Act, we would have to appear to see that the interest of the public at large was protected. We were not there to advocate the Lord's Day side of the question or to combat it, but as being interested in transportation, to see that the public interest was protected.

Mr. FOSTER. Who was your representative?

Mr. GRAHAM. Mr. W. Buell, of Buell and Botsford. That cost some thing over \$220. He was engaged some time before that in connection with the investigation of the express companies' charges, and that is how we came to engage him in this other work. In connection with the express case, he was paid \$867.74 up to last December. That was all the expenditure we had out of this item last year.

Mr. FOSTER. Why do you ask for so much?

Mr. GRAHAM. My deputy says that the opinion has been expressed in the House at times that we ought to be prepared to appear before the Railway Commission.

Mr. LANCASTER. On behalf of whom?

Mr. GRAHAM. On behalf of the public.

Mr. LANCASTER. It would be well if the shippers by these express companies knew that, because they are employing counsel, in these cases.

Mr. GRAHAM. We do not take the part of any particular man, we do not go there as an applicant.

Mr. LANCASTER. Does this man appear in the interest of the shippers? We see that the questions that arise before the commission are generally questions of