

Mr. GRAHAM. The total spent on the survey is about \$157,000. That will be to the end of the year.

Mr. JOHN HAGGART. Does that include the vote you are getting this year?

Mr. GRAHAM. No.

Mr. JOHN HAGGART. What is the total cost?

Mr. GRAHAM. The amount this year and the amount already expended would be a little over \$500,000.

Mr. JOHN HAGGART. Is not that an enormous sum for the purpose of locating a road like that?

Mr. GRAHAM. My deputy says it is very moderate. It is really an investigation during the last few years, instead of location. The country is pretty far from home.

Mr. CROCKET. That amount is all practically for preliminary surveys?

Mr. GRAHAM. The \$180,000 we are asking for location, and the \$187,000 for preliminary surveys.

Mr. FOSTER. Who has control of this, and who is responsible?

Mr. GRAHAM. Mr. Armstrong is the engineer directed by the deputy minister, and the business management is under the deputy head of the department.

Mr. FOSTER. Who makes the appointments?

Mr. GRAHAM. Mr. Armstrong himself, and Mr. Butler together, selected the men for the different parties.

Mr. FOSTER. Who buys the supplies?

Mr. GRAHAM. Mr. Armstrong.

Mr. FOSTER. How are they bought?

Mr. GRAHAM. The great bulk are bought from the Hudson Bay Company because that company has better facilities for delivery than any body else.

Mr. FOSTER. What supervision is there as to accounts and prices?

Mr. GRAHAM. Every account is checked by the chief engineer or some one under his charge.

Mr. FOSTER. Is there any departmental audit?

Mr. GRAHAM. Yes, there is a very careful departmental audit of everything. Mr. Bell is the head of our audit department, made so under our reorganization.

Mr. FOSTER. Are none of the supplies purchased by tender?

Mr. GRAHAM. I am informed that wherever practicable tenders were called for

and prices obtained from different parties and the lowest taken.

Quebec bridge construction, \$1,000,000.

Mr. GRAHAM. I imagine that hon. gentlemen know a good deal about the situation of this bridge.

Mr. CROSBY. Is it possible to state when the bridge will be completed?

Mr. GRAHAM. I said the other day that I thought it would be at least four years from the time the contract was let. The contract cannot be let until next autumn, and I am of the opinion that unless greater progress is made, and that is not likely while parliament is sitting, this \$1,000,000 will be all we will be able to spend in the meantime.

Mr. J. HAGGART. At what time does the contract call for the completion of the foundation piers?

Mr. GRAHAM. One next fall and the other the year following. There are two piers which will be required whether it is a cantilever or a suspension bridge. Another will be required if it is a cantilever. This is included in the Davis contract, but the contract is so drawn that it can be struck out if it is not required.

Mr. FOSTER. What if the old foundations are not being utilized?

Mr. GRAHAM. One pier in its entirety. The foundation of a very large pier is being used on the south side but it will be enlarged. The old pier was 150 by 50 feet and the new one is to be 180 by 80 feet. They have taken it down to low water mark and are using the foundations and enlarging them.

Mr. CROCKET. When does the minister expect to have Transcontinental railway trains running in Quebec? That is of great interest to the maritime provinces.

Mr. GRAHAM. The railway from the east will be constructed before the bridge. I think it will be at least four years from the coming autumn before it is completed.

Mr. CROCKET. What about the Transcontinental trains to Quebec?

Mr. GRAHAM. I am informed that if it is found advisable a ferry can be established to carry quite a number of cars at that point. There is a car ferry now between Quebec and Levis, with provision on the boat to meet the rise and fall of the tide.

Mr. J. HAGGART. Can the minister give details as to the estimated amount which will have to be expended on the bridge and its approaches?