

Levis to Moncton. How is the minister going to utilize that part of the railway in view of the fact that the bridge will not be completed for seven or eight years? Does he intend to use ferry boats?

Mr. GRAHAM. That matter has been taken up with the Grand Trunk Pacific Company within the last few weeks, and we are considering what ought to be done. I am not prepared to give any further information at present.

Mr. CROSBY. The people of the maritime provinces are much interested in this work, and I wish to ask the minister if it would not be possible to have these plans completed earlier.

Mr. GRAHAM. I was told that they could not be hurried, and that it would not be safe to hurry them. I feel like keeping my hands off these men. I simply told them that I wanted the plans as soon as they could be given.

Mr. HUGHES. Is there a Canadian engineer in the lot?

Mr. GRAHAM. Mr. Vautelet is a Canadian.

Mr. HUGHES. Is he an experienced engineer?

Mr. GRAHAM. I believe one of the best in the world, if not the best.

Mr. LANCASTER. I do not understand how paying these gentlemen a large sum per month is going to hurry up these plans. I cannot help thinking that if they were paid a certain sum for the plans, they would complete them more quickly, as they would have an incentive to hurry them up.

Mr. GEO. GORDON. I believe that the way the minister has taken is the proper way. He wants the best men available, and in order to get them he must pay them as they wish to be paid. I believe that is the proper and businesslike way of dealing with them.

Mr. HUGHES. Were any of these engineers pretty well paid?

Mr. GRAHAM. The pay will not make a bad engineer a good one, if it is a question of pay.

Mr. HUGHES. Were not the last engineers any good?

Mr. GRAHAM. I am not saying anything about that. Our bridge is in the river; something was wrong, but I am not saying who was wrong. The main thing now is to get a bridge. After a great deal of care, I have got the three men who I believe are the most competent men in the world.

Mr. HUGHES. Were any of these men on the Forth bridge?

Mr. GRAHAM. Mr. Maurice Fitzmaurice was assistant on the Forth bridge.

Mr. FOSTER. Has any investigation been made as to whether the material that lies in the river is utilizable in any way?

Mr. GRAHAM. The engineers have decided that they cannot use any part of the material prepared for the former bridge.

Mr. FOSTER. Is there any use that can be made of it?

Mr. GRAHAM. Nothing but scrap.

Mr. FOSTER. Has there been any consideration of the idea of making a tubular construction through the water near the surface?

Mr. GRAHAM. The water at that point is about two hundred feet deep. I saw something of that suggestion in the newspapers, but I would think it would be utterly impracticable. The engineers think so. The current is very rapid there.

Miscellaneous works not provided for, \$5,000.

Mr. GRAHAM. This is a vote that is asked for every year. Sometimes some of the money is used, and sometimes none of it is used. For the current year, we did not use any of it.

Mr. FOSTER. You never use it on works.

Mr. GRAHAM. On faith, perhaps.

Mr. WRIGHT. Why is this money asked for when you have not spent that already voted?

Mr. GRAHAM. The vote lapses at the end of the year.

Mr. WRIGHT. Then, this should appear as a re-vote.

Mr. GRAHAM. We could hardly enter it that way. Suppose that, after these estimates were made up, we used some of this year's appropriation. We cannot tell in advance how much of the money will be spent.

Arbitration and awards, \$4,000.

Mr. GRAHAM. This is to provide for law costs in connection with arbitrations. We have not spent any of this money for the current year.

Mr. LANCASTER. What is the nature of these arbitrations?

Mr. GRAHAM. Well, we had an arbitration last year on the claim of a contractor, but, in that case, we made the contractor pay all the costs. In such cases we might have to pay an arbitrator.

Mr. LANCASTER. These are not land owners' arbitrations?

Mr. GRAHAM. No.