

SUPPLY—RAILWAYS AND CANALS—*Con.*

*Foster, Hon. Geo. E.* (North Toronto)—2134.

They got their vote of \$470,000, and after that had been got, we find that the cost has been doubled—2134. This is one of the strangest things I have ever seen ventilated in parliament with reference to a public work—2145. Emmerson has talked and talked but he has given us no information—2146. It may be extravagance, or neglect, or error, or anything else; but that there is something wrong appears to be evident—2147. The estimate was \$800,000 up to November 30, 1904, the actual cost was \$1,217,744—2148. Suppose 80 cars were built, by the time this money was expended, have any of them been used or are they all there?—2149. Practically Emmerson admits that he has been getting a vote on capital account for rolling stock of this branch—2150. The original contract was not given for the whole line. The first contract was for eleven miles—2151. That is Emmerson was taking from capital account and crediting to the revenues of the road—2152. Then 55 freight cars and 6 engines have been in use on the P.E.I.R. for from one to four years—2153. It makes no difference if it is a by-election or a general election?—2156. By some hocus pocus or other the work did cost two or three times as much as it should—2157. Did Emmerson ever have a calculation made to ascertain what amount that would be of present money?—2162. Will Emmerson remember to bring down the information as to what the wharf cost?—2169. But you have expended some money on the harbour improvements there—2170.

*Haggart, Hon. John G.* (South Lanark)—2041.

The estimate was made in 1898, what was it then? Emmerson is talking of last year's estimate—2041. My statement is that the bridge was only to cost about \$750,000, and the road about one third of the present estimate—2042. He made that excuse for the extension—and this is the first time we have ever heard of it—2140.

*Henderson, David* (Halton)—2169.

I do not think he is to blame at all. I think he wants to correct the error—2169.

*Ingram, A. B.* (East Elgin)—2133.

That is the first estimate brought down and yet Emmerson now tells us this is a hilly country—2133. I would like to ask Emmerson how much has been spent on the Hillsborough bridge to July 1st 1904?—2135. What was the estimate Emmerson gave when he asked for the vote last year?—2144. In the first instance the government asked for \$470,000 for the railway and \$800,000 for the bridge—2146. The conditions surrounding the construction of the 44 miles of railway would vary very materially—2154. Probably two miles of the road would cost as much as ten miles in another locality—2155. I think it was in 1900 that Mr. McKinnon first came here and I presume it was during that

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time—2156. I wish to argue again that this system or method of expending public money is objectionable—2156. We must not be too sensitive, even if we do come from P.E.I. or from Nova Scotia or any other province—2158.

*Lefurgey, A. A.* (Prince, P.E.I.)—2129.

Will this complete both contracts for the bridge and the railway at Murray Harbour?—2127. I understood last year and it was acknowledged last year, that there was some difficulty with the piers—2128. There must have been some very grave mistake in the estimates for this work or some very grave waste of material—2129. Emmerson has given no reasonable explanation as to why this work has cost such a vast sum of money—2132. This return is worked out in detail and it gives the cost of the railroad down to Murray Bridge—2133. I find that he placed the cost at \$477,000, while the detailed estimate was \$470,419—2134. I understand that the first eleven miles of this road were let after tenders had been advertised for—2134. Emmerson's statement last year showed that \$110,000 had been spent, and there is on \$35,000 more up to the present time—2138. Is this rolling stock used at the present time?—2141. On the main line of the P.E.I.R.—2142. The contractor was favoured a lot and that he had the cars that should have been available for use by the people of P.E.I.—2143. I do not think they were ever produced—2163. With regard to the approaches to the bridge on the Charlottetown side, if the value of the land has been arrived at—2164. Emmerson did not have the different items separated, that is the bridge and the railway—2168. This work was not to cost over \$10,000 per mile, it has cost \$24,600 a mile—2169.

*Lennox, H.* (South Simcoe)—2146.

We shall have to prevail on Emmerson to say something, or else take it upon ourselves that the committee rise—2146. I do ask Emmerson to make an effort to explain this estimate and not waste the time of the House—2147.

*McLean, A. A.* (Queen's, P.E.I.)—2130.

The policy of the government it seems is that there shall be no station built at Grand View—2130. It appears that at that interview some cold water was thrown upon the construction of a railway station at Grand View—2131. I know what is contained in the original statement as laid on the table of this House—2132. I would like to ask if this rolling stock was used by the contractors, and if so what return they made for its use—2138. Not one cent of subsidy was expended in the maritime provinces; at any rate not in Prince Edward Island—2156. I take exception to the way in which the government are spending the money in connection with this branch—2157.