

work to which the hon. gentleman referred but if they were paid at that rate, it was because they worked very short hours. The teams employed in hauling the stuff were only employed during the winter days, and the men necessarily did not work a full day. They were only paid in accordance with the work they were performing.

Mr. HACKETT. Why was it necessary to fill in this hole at that particular time?

Mr. EMMERSON. This stuff had to be hauled across the harbour or river, it had to be hauled before the ice broke up, and this place had to be filled up.

Mr. HACKETT. We have had winters for the past thirty years and we have had ice, and certainly if this hole required to be filled up it could have been done any time within the past thirty years. But the minister is more enterprising apparently than the ministers who have gone before him. Now this little place at Charlottetown is well known to everybody.

Mr. EMMERSON. That little place was only recently purchased.

Mr. HACKETT. It has been in the hands of the government for the past thirty years, as their property.

Mr. EMMERSON. That is the local government.

Mr. HACKETT. No, the federal government.

Mr. EMMERSON. I am informed that this property only recently became the property of the railway, within a very few months, and that previously it was owned by the provincial government of Prince Edward Island. The railway had nothing whatever to do with it. The work required to be done during the winter months, but the summer came on before the ice broke up, and the department found it necessary to commence this work immediately. The fact that an election was coming on was not a sufficient reason for delaying the work.

Mr. HACKETT. I know all about this business. That little corner between the railway and the gas house at Charlottetown has been overflowed with water for the last thirty years. It is the property of the federal government, and every year the sleepers bought by this government for the purpose of the track on the Island railway were thrown in there to be saturated with salt water in order that they might last longer. The hon. gentleman will find out that this is correct if he will consult his general manager who is beside him.

Mr. EMMERSON. I get my information from him.

Mr. HACKETT. I know all about it. On the eve of a by-election in March last, it was found necessary to close up this place to throw brush and stones into it in order that

a certain number of people in Charlottetown might be employed in government work, and that their votes might be thus controlled by the government.

Mr. EMMERSON. If it was only brush and stone, it was not dust thrown in their eyes.

Mr. HACKETT. No, it was not dust, it was snow and ice. Surely the minister will understand that after this hole had remained there for thirty years there was no other reason for filling it up but the fact of a by-election coming on so that the government could control a few voters.

Prince Edward Island Railway—To enlarge freight shed at Breadalbane, \$500.

Mr. EMMERSON. The requirements of this place call for a much larger freight shed. \$500 is the total estimated cost.

Prince Edward Island Railway—To fit up locomotives and passenger cars for steam heating—\$14,500.

Mr. EMMERSON. We require to fit up 27 locomotives for steam heating at a cost of \$75 each, and 61 passenger cars at a cost of \$200 each. The total estimated cost is \$14,225.

Mr. BLAIN. How are these cars heated now?

Mr. EMMERSON. With an ordinary stove. This vote will heat all the passenger cars. It is proposed to appropriate the whole amount this year, and we expect the work will be finished during the fiscal year.

Mr. BLAIN. Is it done by tender?

Mr. EMMERSON. It is done by mechanics in the repair shops.

Mr. HACKETT. Are there any cars at present heated by steam from the engine in Prince Edward Island?

Mr. EMMERSON. Not on the Island.

Prince Edward Island Railway—To apply M. C. B. couplers to rolling stock, \$26,500.

Mr. EMMERSON. This is to apply the standard coupler to the rolling stock. We propose to apply it to 22 locomotives at a cost of \$25 each, to 61 passenger cars at a cost of \$70 each, and to 413 freight cars at a cost of \$50 each.

Mr. SAM. HUGHES. For a coupler?

Mr. EMMERSON. For a coupler.

Mr. SAM. HUGHES. How many are there on the Intercolonial Railway not equipped with the coupler?

Mr. EMMERSON. There are none on the Intercolonial Railway.

Mr. SAM. HUGHES. Are all on the Intercolonial Railway equipped with a coupler?

Mr. EMMERSON. Almost all have been equipped. There is a vote in the estimates now for the purpose. Ten snow ploughs, \$50 each, and flangers, \$50 each, making the sum total required \$26,500.