

SUPPLY—RAILWAYS AND CANALS—*Con.*

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

to-night—2181. The trouble as to that is that supplementary estimates have a fashion of coming down very late in the session—2182. We must have some information in reference to what this commission is doing—2183.

Kemp, A. E. (East Toronto)—2181.

Do I understand Emmerson to say that supplies amounting to \$40,000 are furnished by public tender and contract?—2181. If they are purchased by public tender will Emmerson be good enough to furnish us with the form of tender—2182.

Chargeable to capital—to increase accommodation at Charlottetown, \$108,000—2024.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—2025.

The return has not yet come from Moncton, we had to send to Moncton for copies—2025. That was \$1,500 paid for land we purchased from the province of Prince Edward Island—2026.

McLean, A. A. (Queen's, P.E.I.)—2026.

I should think that would be the property of the government of Canada—2026.

Martin, A. (Queen's, P.E.I.)—2025.

I asked for a return of the correspondence in connection with the location of this station—2025.

Increased accommodation at Georgetown, \$18,500—2179.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—2179.

That requires some dredging and rails and fastenings on the wharf there—2179. Gives details—2180.

Foster, Hon. Geo. E. (North Toronto)—2179.

Has Emmerson his detailed estimates there of what that will cost?—2179.

Increased accommodation at Georgetown, \$6,500—9486.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—9489.

Those parties were paid certain sums and accepted them, intends to look into the matter—9489.

Hughes, J. J. (King's, P.E.I.)—9486.

Gives itemized cost of the Murray Harbour Railway—9486. The statements made about the excessive cost of this road must have been wrong—9487. The Murray Harbour Branch, as it stands, has cost what I have stated—9488.

McLean, A. A. (Queen's, P.E.I.)—9489.

The question of damages for certain persons of Village Green, P.E.I.—9489.

Martin, A. (Queen's, P.E.I.)—9486.

The minister acknowledged it was very much higher than that—9486. Quotes

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question and answer as to the cost—9487-8. There is a discrepancy which has never been explained—9489.

Increased accommodation at Kensington, \$2,200—2178.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—2178.

This is to provide a balance of \$2,200 in connection with the building of a station at this point—2178. I would hope that it may be considered in time for the supplementaries. Certainly it will be given due consideration—2179.

McLean, A. A. (Queen's, P.E.I.)—2178.

I would like to ask Emmerson if it is the intention of the government to proceed with the work?—2178. The people are handicapped owing to their having no facilities for shipping produce and other commodities—2179.

Murray harbour branch and Hillsborough bridge, \$357,400—2038, 2127, 8692.

Armstrong, J. E. (East Lambton)—2138.

It is the noted gentleman by the name of Kitchen who had the contract, without tender, for the full thirty miles of this road—2138. Kitchen is one of the largest contributors to the election fund of Emmerson—2139. Emmerson is to give an explanation—2146. I wish to tell him that I consider it my bounden duty to take a direct interest in it—2160. I think this House will find it advisable, before this vote is passed, to have this whole matter investigated by a commission—2161. Do we understand that the estimates before us to-night will complete the work?—2170.

Barker, Sam. (Hamilton, East)—2041.

May I ask if these rails, that were quite good, were taken off the I.C.R.?—2041. That means \$300,000 were had since June, 1904, and he is asking another estimate now of \$357,400—2135. This is another instance of what I have been complaining of, namely, the way Emmerson mixes up his estimates—2136. Is that any reason why Emmerson should tell us how much he wants on capital account for the future?—2137. Emmerson has been charging to capital account the construction of rolling stock and using it for the purpose of the railway—2138. I wish to remind Emmerson that a few months ago when I asked for an explanation of the rolling stock—2140. Everybody in the House will arrive at the conclusion that this rolling stock was obtained for the contractors and for nobody else—2141. A yard of material hauled 500 yards would cost very much more than a yard of material hauled one yard—2155. They were introduced in this fashion—2163. I do not say so. I am speaking of what is being done—2164. The only object of his intervention to-night was to draw a herring across the track—2165. Let him