

different materials required in construction, are set out fully. This is the way in which the Canadian Pacific Railway does its work. When the Ontario government let out the building of the Temiskaming and Northern Ontario Railway, they did it upon precisely the same lines, excepting that they did not send out estimated quantities, but if you called at the office, as I did myself, you could see the estimated quantities. They gave a profile and all the information they possibly could that would be of assistance in tendering. A few days after the awarding of the contract the Ontario government issued, as coming from the commissioners of the railway, a pamphlet showing the particulars of all tenders. This will be found at page 16 of sessional paper No. 49 of the Ontario Legislature, 1902. There you have set forth in tabulated form the name of each tenderer, the estimated quantity of each class of work or material, the tenderer's price per unit of work or material, and his total price for each item in the tender. That was published broadcast; there could be no question of any tampering; there could be no question of any favouritism, that is giving publicity to public tenders and publicity of the right kind. When the first tenders on the National Transcontinental Railway were given I asked the right hon. the Prime Minister if he proposed to issue such a report as was issued by the Commissioners of the Temiskaming and Northern Ontario Railway, and he said: No. I thought it was right to have issued such a list; that it was right in the interests of the government and for that reason I have brought this matter up in the House. At the time the first contract was awarded, a number of weeks elapsed before the contractors were decided upon, and I remember reading in the Ottawa papers, as well as in other papers, a long description of the wonderful system that had been devised in the Transcontinental office by which no engineer knew what part of any one individual's tender he was working on. It was a wonderful system; something so supremely able and so elaborate that no newspaper had been able to describe it. There was no more necessity for any of that childish nonsense than there is to try to climb to the moon. There is no necessity to take a week to publish the figures of two dozen contracts. There is no necessity to cast suspicion upon the integrity or honour of the engineering class of the Dominion of Canada, even by implication. There is no need of having an engineer handle the matter at all; a school child who could multiply 1,200 by 30 and 1,500,000 by 30 could tell the cost of 1,200 acres of clearing at \$30 an acre, and of 1,500,000 yards of excavation at 30 cents, and by adding up the results could within a few hours tell the value of any tender sent into any railway office. When these figures are published openly so that any one can study them, then the government may

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stand before the world and know that no contractor can gainsay his own figures and no person could find any fault. Some time ago in talking with a gentleman having something to do with the Transcontinental Railway he said to me: Oh, estimated quantities may get you into trouble the word 'estimated quantities' is a sort of guarantee and so forth. They are simply estimated quantities. They are based upon the estimates tendered upon railway work. No man, however able, can look upon a rock cut or a cut, when the formation of the country about it would indicate that in all probability a part of that is earth and a part rock—there is no power under the sun that can tell us as to the actual quantity. That is estimated and must be estimated. But if you safeguard simply by putting in the words 'quantities not guaranteed,' there can be no objection and no one can make any claim. It is not like building a wall, where your walls are one foot and a half thick and they are built of brick and are absolutely defined. Railway work is something that is entirely a matter to be found out, so far as the cost goes. That can only be told after the construction is over, not before, and the estimated quantities are simply a matter of opinion or guess or judgment, just as you may wish to call it. An engineer, looking over the ground, would put down his soundings. He will say there is a good bottom, but he knows nothing about it until the actual construction goes on. Where he thought there was a good bottom, he may find there is no bottom at all. This summer, where we had a section passed over as good bottom, I was obliged to drive a pile one hundred and four feet before I found good bottom. You cannot tell what the rock, sand, or earth of a country may develop, until after that cut is out. Persons who have the experience and know anything about this matter, know that estimated quantities are simply estimates and nothing else in railway work. I have discussed this matter with the commission, and the commissioners are able men. I understand they are four of the ablest men that can be found in the Dominion for the purpose for which they were appointed. But if you handle a business of this kind, I do not care whether you employ shirt makers or green grocers, or what the commissioners may be, put out your tenders in that way upon the estimated quantities, and there can be no question of any claim upon the government or that commission. I am asking to have this return for the information it will give, and I am making these few remarks, backed up by the evidence of railway construction in this country, backed up by the experience of the Temiskaming and Northern roads; and I trust that the commissioners, in their own interests, will let their contracts, as other companies and governments have done. While it is of no bene-