

ing us that he did not wish to make public the exact site he intended purchasing and the quantity of land he required, because that might give an opportunity to the owners of the land to hold the government up for an unreasonable price. But he does not say that. He will not say even that he wants the land at all and therefore I do not see why we should vote the money before the minister is in a position to tell us that the government have come to a decision, and actually shall require the amount they ask us to vote.

Mr. HACKETT. I desire to say, before the item is adopted—because there appears to be no disposition on the part of any hon. gentleman to pass this item—

Mr. LANCASTER. If we can get the information.

Mr. HACKETT. If we can get the information from the minister. The railway station at Charlottetown is really a disgrace to the Dominion. It is nothing but an old wooden shed which was built some thirty years ago. Whether the site is a proper one or not for a railway station is another question, but I believe that if the minister could secure land at the foot of Great George Street, below the Davies Hotel, that would be most convenient to the people, and I trust some action will be taken shortly in this connection. The hon. minister spoke about the land near the present railway station. Might I ask him if any action has been taken with regard to reclaiming the land within the past year, which is now covered by water?

Mr. WILSON. I would like the minister to account for that \$2,000?

Mr. EMMERSON. That amount of \$2,000 was the estimate made in February last of the probable expenditure up to June 30. I have not the details of it, but I shall furnish them to-morrow.

Mr. HACKETT. I would like to ask the minister about the reclamation of land at Charlottetown. For the last 30 years no one has thought of reclaiming that piece of land but just previous to the by-election of last winter, a number of men were placed on that work to fill up the hole with brush and stone in order to reclaim it. I would ask why the necessity arose?

Mr. EMMERSON. It was done with a view to making a yard there. This place required to be filled up with a lot of brush and during the winter season orders were given, some time before, to have the brush furnished. It could be done more cheaply if the brush was hauled on the snow and some stone piled on it. I think it was only a coincidence that there was an election; I cannot be responsible for these coincidences.

Mr. HACKETT. The election was a coincidence in the first place and this came as a matter of business on the part of the government, and my hon. friend from Char-

Mr. LANCASTER.

lottetown (Mr. Haszard), for whom I have the greatest respect, received a large number of votes because the work was done at that time.

Mr. EMMERSON. Surely not, surely not. I would not expect that from the people of Prince Edward Island.

Mr. HACKETT. The people of Prince Edward Island are like the people of every other province, they do the best they can. I would like to ask the minister what wages were paid those men employed on that work?

Mr. EMMERSON. They were paid so much a load. My hon. friend knows that that brush had to be hauled across the harbour while it was covered with ice, and the people were paid so much a load for the brush and stone. It was not a question of labour; it was a question of assembling a lot of brush and stone and filling in those places where filling was necessary.

Mr. HACKETT. After 30 years, on the eve of a by-election, the government found it necessary to fill up this hole as the minister calls it—and it is a hole. They are in a hole in regard to it. A number of labourers must have been employed who were not engaged in hauling the brush. If he looks over the statement sent in by his officers he will see that a number of men were employed at one dollar a day who were not hauling the brush. I see the minister yesterday took great credit to himself for doing so much for the labouring men of Canada. He said:

Then also, in 1900 the labourers along the Intercolonial Railway were getting \$1.10 to \$1.15. I do not here refer to trackmen, because to some extent at least you would refer to them as skilled workmen; I am now referring to labourers who would not be recognized in any way as requiring any skill in the performance of their labour other than strength and health and physique. These men in the year 1900 received an increase from \$1.10 to \$1.20 and since that time, during the current year they received a further increase to \$1.30 and in many instances to \$1.40 a day.

Now I would like to ask the minister if the men of Prince Edward Island who are engaged on this work have not the strength, the physique and the appearance of any men employed on the Intercolonial, and why are they not entitled to \$1.25 or \$1.30 a day? Having placed these men on that work at \$1 a day, as he will find in his reports and as he stated in this House in answer to a question, he will simply be doing an injustice to the men of Prince Edward Island if he does not increase their wages to \$1.25 per day.

Mr. EMMERSON. I will say to my hon. friend that the regular employees along the line of the Prince Edward Island Railway, the trackmen and the section foremen, are paid by the same schedule as are the men on the Intercolonial. I am not aware of the amount paid last winter for the particular