

**Tendering—
Contract No. 61,
B.C.**

your theory?—That is my theory; where they have responsible parties I think it is very much better, and I think it is to the interest of the Government. I merely give it as an opinion; but I give it as an opinion that the Government are better off to have this work, that we are now speaking of, in the hands of one party, than they would be to have it in the hands of several. Railroad corporations are coming at the present time to that. They find that they cannot go on letting small contracts; it brings a conflict with labour. One man will hold labour at one price, and another at another, and the consequence is that before they are through it costs them a great deal more than to let it to one responsible party.

The Government better off with this work in the hands of one party than they would be with it in several hands.

Concentration saves in the cost of labour.

13958. Would it not make a material difference also in the expense of machinery and implements; the same amount of machinery and implements necessary for a single contract being equal to the needs of a longer piece of work?—It would; machinery is often removed from one section to another. We often take our steam shovel or steam drills from one place and remove it to another, and where a man has a large amount of rock or earth to remove by machinery, it is a great advantage to him to have a place to set his machinery at work, when he is done at one point, and keep it employed.

And economises machinery.

13959. Have you been interested in any other work connected with the Canadian Pacific Railway?—No.

13960. Have you been interested in any railway works in any other country?—I have.

Has had experience outside Canada.

13961. Are those opinions which you have given us, upon the practical result of letting longer or shorter portions, based upon your experience derived from those works?—They are from my practical experience on railways. I have been contracting and railwaying for over thirty years; I am to-day building about 300 miles of road, 200 in State of New York and 100 in Connecticut.

The above opinions based on his experience.

13962. Is there anything else connected with the Canadian Pacific Railway which you think proper to give by way of evidence?—There is nothing else.

13963. *Hon. Wm. Macdougall*:—I would like you, Mr. Chairman, to ask the witness, as he has mentioned my name in connection with him as his attorney, to ask him whether I have any relation to him in his tenders.

By the Chairman:—

13964. You have mentioned Mr. Macdougall's name as attorney to whom notice should be given in case a further investigation is had upon the subject of your claim: will you say whether you have had any dealings with him in connection with those tenders which you have made, or whether you derived through him any information on those subjects in connection with any of those tenders?—No, never. I have never derived any information from him or paid him money, except as attorney. He has always told me that in case the Georgian Bay Branch matter came before Parliament he, being a Member of Parliament, should have to withdraw from the suit; but in case it went before the Court, of course it was then another matter, and he could then act as my attorney.

Hon. Wm. Macdougall connected with witness only professionally.