

## SUPPLY.

House again in Committee of Supply.

Railways and canals—capital—cut-off at Moncton, \$100,000.

Mr. GRAHAM. The estimated cost of this is \$215,751.

Mr. CROCKET. How is the work being done?

Mr. GRAHAM. We will ask for tenders when we come to do the work.

Mr. JOHN HAGGART. Is this work intended to be a portion of the Grand Trunk Pacific?

Mr. GRAHAM. We will no doubt have to handle some of their business there and this will be a facility, but whether or not we need it for our own business.

Mr. CROCKET. When will it be completed?

Mr. GRAHAM. It will take two years. It is intended to commence during the coming summer.

Mr. FOSTER. If the Grand Trunk Pacific had not been built would this expensive cut off have been constructed in the interests of the Intercolonial railway?

Mr. GRAHAM. My information from the chief engineer is that he would advise it in our own interest had there never been any Grand Trunk Pacific.

Mr. BARKER. Does the recently appointed Board of Management recommend such a matter as this before it is presented to parliament?

Mr. GRAHAM. As a matter of fact this work was projected and approved of by the House before there was any board. \$50,000 was appropriated but we have not yet secured the right of way.

Mr. BARKER. Where you are expending large sums of money on work of this kind which will be for the benefit of other railways an effort should be made to get these other railways to divide the cost.

Mr. CROCKET. Has any portion of the right of way been acquired?

Mr. GRAHAM. Not yet.

Mr. HUGHES. Will this run through the city or outside the city?

Mr. GRAHAM. Outside the city. There are grades in the city and we want to avoid them.

Moncton locomotive and car shops, &c., \$343,825.

Mr. GRAHAM. This is intended to complete the very large expenditure at Moncton in this connection. Last year I gave

the figures for everything done at Moncton and they amounted to about \$3,000,000. This is a very large expenditure, but I think I am safe in saying that while the Moncton shops are not as large as some others on the continent which I have visited, in many respects the lay out of our shops is better than in any others, and there ought to be more economy in doing the work. We have already had some improved results from the new machinery and the general lay out of the shops, even with the small staff of men we have employed.

Mr. CROCKET. Can the minister tell us how much the machinery cost and how much the building cost?

Mr. GRAHAM. This is not for machinery, but for shops, yards and tracks. There is an item further on for machinery.

Mr. CROCKET. Do I understand that the shops, yards, etc., exclusive of machinery, will cost \$3,000,000?

Mr. GRAHAM. Yes, the new shops, round-houses, terminal facilities, and so on, will cost \$3,000,000 before they are completed.

Mr. CROCKET. And the machinery is in addition?

Mr. GRAHAM. Yes. The machinery, I think, will cost, probably, half a million dollars.

Mr. CROCKET. Are the new buildings now completed? There was to be a passenger car repair shop, a freight car repair shop and a number of other buildings. Are they completed now?

Mr. GRAHAM. The ones that were under contract are completed. These are practically additional buildings.

Mr. CROCKET. Is the engine house under contract?

Mr. GRAHAM. No, a contract will be let.

Mr. BARKER. There is now a new commission practically managing the road. Have they any control over expenditures such as are here shown? Does the minister get from them a report recommending estimates, or is that done, as in the past, from the minister's own office?

Mr. GRAHAM. The estimates for the Intercolonial are practically all prepared under the advice of the board. The deputy being the chairman of the board, of course, it all comes through him. My experience is that the management, even before there was a board, discussed these matters and recommended estimates. The general manager had a large say in preparing the estimates. The board, while it has no