

tons each, and an elevator of 4,000,000 bushels capacity. Surely if Port Nelson is going to become the great wheat emporium of western Canada, a ten ship harbour and a 4,000,000 bushel elevator is not too great. That accounts for \$20,000,000. The minister has given the figure of \$6,000,000 to put the road in the condition of a branch line railway.

Mr. DUNNING: Including engine and railway terminal facilities.

Mr. NICHOLSON: I am going to take the risk of putting into the record what it will cost to put the railway in the condition of a main line railway, for if you are going to transport wheat to Port Nelson, it is not a branch line you want at all, but a main line railway. It is not bent 80-pound relay rails that have been used before on a main line and taken up, and had the ends taken off and rebored, that you want. Without giving the details, although I have them here, to put the railway into the condition of a reasonable main line for carrying reasonably heavy traffic—200 carloads of wheat per day, for example—with a single track line, with necessary passing track, water service, round houses, machine and car shops, will cost, not \$6,000,000, but \$14,000,000, without a single item of rolling stock to take care of the traffic.

Mr. DUNNING: I have an estimate from Sir Henry Thornton and his organization on the basis of raising the whole line to main line standard, and it is \$8,100,000, not \$14,000,000.

Mr. NICHOLSON: We have received estimates of that character before. It is because of statements at that time submitted to parliament, based on estimates of such a character, that we find ourselves just where we are. As to this very line 21 miles of side tracks will be required.

Mr. DUNNING: They are there now.

Mr. NICHOLSON: What kind of side tracks? Would they permit of wheat trains passing each other?

Mr. DUNNING: Yes.

Mr. NICHOLSON: I have reports of a different character that contradict that statement. I submit that the necessary switches are not there and that whatever tracks are there will have to be replaced. The figures that I am giving are based on the necessary equipment in the shape of ties, rails, ballasting, ditching, clearing the right of way, water services, roundhouses, and so on right through to Port Nelson.

Mr. DUNNING: I gave the authority for my figures; will my hon. friend be good enough to say who supplied him with this information?

Mr. NICHOLSON: No, I will not say who supplied me with this information but I will put it on Hansard. May I say in this connection that I have already put on Hansard figures with respect to other lines of railway, and if my hon. friend wants to look up Hansard he will find that these estimates have been absolutely borne out in every case. They were received from the same source and have been checked up by the same source as in the present case.

Mr. DUNNING: I gave also details of every item required. It would be of great assistance to me if my hon. friend would follow my example in that regard and would place every detail required on Hansard.

Mr. NICHOLSON: The following is a statement of the estimated cost of completing the railway to mile 333:

Details of amount required to complete Hudson Bay Ry. to mileage 333, to Mainline Standard	
Railway ties in place 900,000 at \$1.75 approx.	\$1,600,000
Ballasting and surfacing at \$4,000 per mile	1,332,000
31,263 tons new 80 No. rails at \$80.	1,875,780
New fastenings, etc.	115,000
Laying steel, \$1,250 per mile.	416,250
Tie plates and rail anchors.	360,000
Bridges, culverts, ditches and clearing right of way	1,665,000
New switches.	52,800
Siding rails.	264,000
Grading and ballasting sidings.	210,000
Ties for sidings.	78,750
Terminal water tanks and services, 2 at \$14,500.	29,000
Intermediate water tanks and services at \$10,500.	157,500
55 Trackmen's houses.	137,500
1-24 stall roundhouse.	204,000
2-15 stall intermediate roundhouses.	255,000
3-50 ton coaling plants.	54,000
3-90 ft. turntables.	105,000
3 Terminal stations.	27,000
1 Office building.	15,000
15 Intermediate stations.	67,500
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	\$9,021,080
Engineering and supervising.	902,108
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	\$9,923,188

Mr. DUNNING: I hope the hon. member for South Winnipeg is listening to this.

Mr. ROGERS: You are not going to spend any money for railway building. You do not intend to build a mile of railway.

Mr. NICHOLSON: The remaining portion of the road could be simply taken on a mileage basis. To build the line and put it