

Mr. HACKETT. Of what material will the station be built?

Mr. EMMERSON. According to the general style of stations on the Intercolonial—of wood.

Mr. HACKETT. Has a contract been let for building that station?

Mr. EMMERSON. No; we have not yet called for tenders, but we propose to do so at once after this vote is passed.

Mr. HACKETT. Kensington is a very important station on the line of the Prince Edward Island Railway, and there should be no delay in building a new station. The old station is in a very dilapidated condition, and is looked upon as not being up-to-date. I would now urge upon the minister to make no delay in calling for tenders and building an up-to-date station there.

Mr. EMMERSON. I can assure my hon. friend that is what we intend to do, and do it promptly.

Mr. BLAIN. There was \$1,000 voted last year?

Mr. EMMERSON. There is a small station there, and it was thought that we might extend it; but in consequence of the protest we received from the people who are interested in it and of the recognized importance of the place, we concluded to give them a new station. We therefore revote that \$1,000 and add an additional \$3,000 to it. That will furnish them with a new station and freight yard.

Mr. SPROULE. Will this complete the station?

Mr. EMMERSON. We expect this will cover all the necessary cost in connection with that station.

Mr. SPROULE. Is this vote based upon the estimate of some competent engineer?

Mr. EMMERSON. Yes; this is from the engineer's department, on an estimate of what is required. It will be let by contract.

Prince Edward Island Railway—To straighten the line at Curtis Creek, \$21,500.

Mr. HACKETT. What has been done in connection with straightening the line on the Island Railway?

Mr. EMMERSON. Six tenders were called for, and the lowest was accepted.

Mr. BELL. What is the length of the new line?

Mr. EMMERSON. It is not a new line, it is straightening out curves, and involves a little over 1.07 miles of track laying.

Mr. BELL. Is that going to cost \$36,000?

Mr. EMMERSON. The total cost is supposed to be \$42,851.

Mr. EMMERSON.

Mr. BELL. That is a very expensive work.

Mr. EMMERSON. It is a very bad cutting, the curve is a dangerous one, and in its present condition it has been a great receptacle for snow. We will have to widen it out.

Mr. BELL. You speak of straightening the line. What distance is saved?

Mr. EMMERSON. On the present line there is a six-degree curve and a five-degree curve. It is proposed to build a line 5,300 feet long to cut these curves out. The new line will be straight. On the present line there is a bridge on one of these curves consisting of three spans 28 feet long. On the new line a culvert will be substituted. The grade on the present line is 1.26, and it will be the same on the proposed line. The new line will be 3,090 feet shorter than the existing line, and there will be no curves. There is now a double curve, and a very bad one.

Mr. HACKETT. Who is the contractor for the work?

Mr. EMMERSON. The lowest tenderer was Mr. Henry Kitchen.

Mr. HACKETT. Did Mr. Kavanagh, of Charlottetown, tender for the work?

Mr. EMMERSON. I think he did.

Mr. HACKETT. What is the difference between the tender of Mr. Kitchen and that of Mr. Kavanagh?

Mr. EMMERSON. I do not remember the exact figure. There was considerable difference, so much so that I was constrained to give it to Mr. Kitchen, although he is not the local man. Sometimes, when they are nearly equal, one feels disposed to give it to the local man, but in this instance the discrepancy was so great that I was obliged to accept the other.

Mr. SPROULE. Will this complete?

Mr. EMMERSON. This is the estimate given by the department, \$42,851. There are some credits to come off. There is a credit of \$6,350 for certain iron work, and there are girders and rails on the existing line that may amount to \$36,000. The \$15,000 we voted last year taken from that leaves a balance of about \$21,500.

Mr. SPROULE. The minister says he had two tenders.

Mr. EMMERSON. I think there were more than two. There were four or five. But that was the lowest.

Mr. SPROULE. This was for timber work as well?

Mr. EMMERSON. No timber work.

Mr. SPROULE. No timber work at all?

Mr. EMMERSON. No timber work at all.