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The Canadian won the Kelpore Cup in the shooting match at Bally on the 14th. This match prize is the gift of the Duke of Devonshire...

Proceedings at Ottawa. (Hansard Report) On Thursday last, when the House of Commons was in committee of supply, the following item relative to this Province drew from the Island members the discussion recorded below:

Mr. Martin—How much per mile will it cost? Mr. Emmerson—About \$21,000 a mile. Mr. Martin—It is \$28,000 or nearly \$30,000 a mile. What was the cost of the bridge from Charlottetown to Murray Harbor?

As our Ottawa advice elsewhere published in this issue, Parliament has passed, both sides agreeing, a resolution on which were founded bills making large increases in the sessional indemnity of members of the Senate and House of Commons; increasing the salary of the Prime Minister and the salaries of the Judges of the courts.

Mr. Martin—Does not the minister think that that is an enormous cost for a narrow gauge road? Does the minister know that in 1878 when there were no steam shovels and no such improvements in construction machinery as we have to-day; when rails cost \$50 or \$60 a ton instead of the \$20 a ton they will cost on this road if the Intercolonial Railway rails are used; does the minister know that thirty years ago the original cost of the main line of the Prince Edward Island Railway was only \$16,500 per mile as compared with \$30,000 per mile for this railroad to-day. It is exactly the same thing with the Belfast branch. This is all very astonishing and it requires explanation. I have here the estimate made by the Railway Department for the Belfast branch when it was proposed to be built.

with deep cuttings and high embankments. I presume that this short piece of road will cost very much more per mile than a longer road would.

Mr. J. J. Hughes—The commercial necessity. It has been asked for for years, and hon. gentlemen opposite said that the present government were slow in building it.

Mr. J. J. Hughes—If the bridge that the minister speaks of are built, of course, the road will cost more than it has cost up to the present time. The hon. gentleman says that there was no iron or steel bridge on the old road when it was built. The Murray Harbor branch, as it stands, here one what I have stated.

Mr. A. Martin—There is a difference of \$600,000. Mr. J. J. Hughes—If the bridge that the minister speaks of are built, of course, the road will cost more than it has cost up to the present time. The hon. gentleman says that there was no iron or steel bridge on the old road when it was built.

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