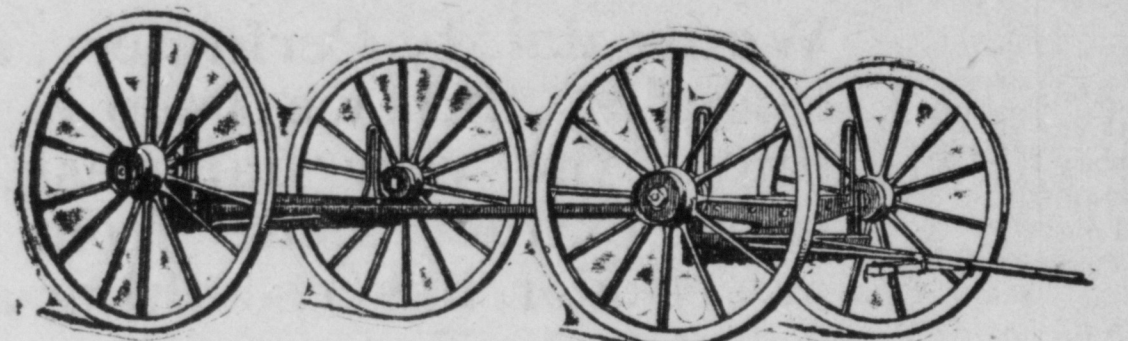


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Mr. Carvell on the Hodgins Inquiry.

(Continued from last week.)

Mr BARKER. None of these items were in Mr McArthur's contract.

Mr CARVELL. I am aware of that and I am aware that these items are included in the work that Mr McArthur is talking about. He is not talking about his own work.

Mr BARKER. Yes he is.

Mr CARVELL. I know this is the thing that pinches my hon friend, but it is a fact just the same.

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Then, there is another thing; in all rock cuttings they have to go one foot below the grade in order to give a chance to place the ballast under the sleepers. That one foot below grade amounts to \$495,000. Extra width for sidings not estimated amounts to \$850,000. Then these figures are only with respect to the actual cuts as figured out from the cross sections on the plans. My hon friend referred to the question of slopes. Any man who knows anything about rock work of any kind knows that there is no man who can take out a cut for a railway or for anything in the world and make the sides perfectly smooth as they will be figured out on paper. There must be a certain amount allowed for jagged edges. There must be certain places where you go in further than you ought to go. That is called the overbreak. I am told that this would increase the amount of the cutting by between 20 and 25 per cent. I am told that on the Canadian Pacific Railway work which has been completed between Toronto and North Bay in many cases it exceeds 25 per cent. But, taking it at 20 per cent it amounts to \$1,857,080. If you add these items together you find a total amount, not included in Major Hodgins estimate, of \$6,192,699.

Mr LENNOX. Good!

Mr CARVELL. My hon friend did not refer to this.

Mr LENNOX. No.

Mr CARVELL. No, he would not.

The newspaper of hon gentlemen opposite would not refer to it and my hon friend and his friends would try to make the people believe that this work is going to cost \$16,000,000 or \$17,000,000 because of the increased classification. They are not fair enough to admit that this is not the case and that the reason that it is going to cost more than Major Hodgins' estimate is simply because unfortunately he had not included in his estimate certain items which he should have included. I have another statement here which will bear out my contention. When Major Hodgins made his estimates, of course, he made them by divisions. Now one division, No 9, is practically completed, and therefore I am able to give the House some actual figures to show whether Major Hodgins was correct in his estimate or not. He estimated that in that division there would be removed 132,067 cubic yards of solid rock and 981,752 cubic yards of common excavation, and that there would be no loose rock whatever. He left the figures up to the 30th September, which was his last estimate. Up to that date there had been actually removed 126,224 cubic yards of solid rock or about 4,000 more than he had estimated altogether. Up to April 30, 1908, there had been removed 180,948 cubic yards, and it will take 4,000 more to complete the work. Therefore, instead of the proper estimate being 132,000 cubic yards of solid rock, it should have been 185,000. And this is not guesswork; the work has been completed and measured, and the returns have been sent in to the commission. As I said, Major Hodgins estimated that there would be no loose rock. But the loose rock excavated up to April 30 amounted to 20,975 cubic yards. His estimate of the common excavation was 981,752 cubic yards. When he left, the actual quantity was 796,206 cubic yards, or a little over 100,000 cubic yards more than he estimated altogether. Up to April 30, the common excavation removed amounted to 899,040 cubic yards. When Mr Poulin went on the work, as I said, he made a most careful estimate of what it would cost to complete. His estimate was \$17,534,175. To show you how correct his estimate was, I say that he estimated that in section 9 it would be necessary to remove 190,230 cubic yards of solid rock—the actual quantity was 185,000. He estimated 20,332 yards of loose rock—the actual quantity was 20,975. He estimated 970,000 cubic yards of common excavation—there was actually 899,040 yards. Therefore, the figures are practically the same. This is to my mind, the best evidence of the value of Mr Poulin's estimate of the cost of this work. Now, if you take Major Hodgins' re-

vised estimate of \$12,000,000 and add the \$6,000,000 of which I have spoken, you have \$18,000,000 as the actual cost of the work, whereas Mr Poulin's estimate was \$17,534,000—only half a million dollars between them. This I submit, is why the work is costing more than Major Hodgins estimated—it is because they are removing more material and because in their estimate they include everything to make a complete railroad fit to run trains upon. Think of estimating the cost of a railroad without rails and ties. When you take everything into account, you find that the estimate is about \$17,000,000, and that without changing the mode of classification or giving any contractor a dollar more for the work than he is entitled to. I think that in the face of this surely my hon friend should have been fair enough to discuss this side of the question. He should have told the country and his political friends to whom he will send copies of his remarks that Major Hodgins was wrong in his estimate, that the 'Quebec classification' was not introduced into district F because there was no such thing as 'Quebec classification.' I hope the people to whom the hon gentleman is presenting his remarks will find out the facts. And I think they will. For, as I have said, if there ever was an issue dead and buried it is this Hodgins question. However, now that the hon gentleman has seen fit to exhumate it, we should have the facts.

Now, I come to the next question on which the hon gentleman spent an hour and a half, the question of classification. I am compelled to discuss this question; not that I think it should enter into our consideration, not that I think there is anything wrong; but my hon friends have been driven from the main question they have been compelled to admit—by silence if in no other way—that Major Hodgins was not sent to Quebec for the purpose of taking object lessons in classification, that there was nothing wrong with the classification in Quebec, that there was no attempt to introduce what they call the 'Quebec classification' in district F and that Major Hodgins was not dismissed because he would not do something contrary to the law that the commissioners wanted him to. They are driven to admit all this, and they are driven to the only thing that any person could bring forward, and that is to say: Oh, the Grand Trunk Pacific engineers have stated that you over-classified this work. For that reason, it is said, we should have constituted ourselves a court of engineers to make a pronouncement as to whether the classification was according to specifications or not. The hon gentleman has read a letter of 7th October from Mr H A Woods, assistant chief engineer of the Grand Trunk Pacific. I am glad he has done this; for it has the effect of pointing out to the people of Canada the fact that the Grand Trunk Pacific are doing everything in their power—I think I can almost go so far as to say everything in their power, whether fair or unfair—to keep down the cost of this work. If the people of this country had suspicions that it would cost more than it should, the conduct of the Grand Trunk Pacific engineers should dispel all doubt. Hon members of this House can go home perfectly satisfied that, whatever scandal may have arisen in Canada, there is no scandal over the construction of the Grand Trunk Pacific Railway. Mr Woods sends a letter to the chief engineer on October 7, 1907, which was read by my hon friend from Simcoe in full. There is also another letter of April 21, which my hon friend referred to but did not read in full, which will be found at page 407 of the evidence. But before I take that up, I want to give the statement made by Mr Armstrong. I said some time ago that Mr Armstrong was assistant district engineer for the Grand Trunk Pacific, whose duty it was to go over the work in district B and report to his chief what he found, and, if he found anything to his mind contrary to the contract, to say so. He was the man who did the reporting, the man who made the reports of the specific places where there was over-classification. We heard a great deal this forenoon of the amount of this over-classification. One would think from the remarks of my hon friend from South Simcoe that there must have been millions of dollars involved in this question. I am satisfied that the Conservative newspapers to-morrow will herald all over Canada that Mr H A Woods had called the attention of the chief engineer of the Grand Trunk Pacific to the facts that millions of dollars of improper classification had taken place on this work.

Mr LENNOX. I want to call your

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attention to the fact, Mr Speaker, that the inquiry is not completed, that Major Hodgins' counsel retired on the understanding that nothing further was to be done, and the question came before the committee—

Mr CARVELL. I have no objection to my hon friend asking a question, but I object to his making a speech. Mr LENNOX. I am only asking it by permission of the hon gentleman. Was it not ruled in the committee that we would not hear Mr Armstrong as a witness owing to the condition in which the case stood? Is it fair now to read that statement.

(Continued on page three.)

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