CANADA'S ESTIMATES TOTAL $120,000,000

Half a Million To Be Spent at Halifax for Improvements to I. C. R., and $100,000 for Public Buildings---St. John Gets $537,500 In All.

Ottawa, Dec. 11—The estimates for the year ending March 31, 1908-9 were presented to parliament today. The total asked on consolidated fund is $76,871,471, compared with $74,515,676 in 1907-8, an increase of $2,355,795. Including capital account, the total estimates are $119,237,091.

To increased accommodation at Halifax	$ 500,000
Windsor, improvements	2,500
Sydney Mines extension	19,500
Improvements at North Sydney	4,000
Sydney, increased accommodation.	14,000
Improvements at Mulgrave	46,800
Pirate Harbor, water service	5,000
Antigonish, increased accommodation	4,500
New Glasgow, increased accommodation	10,000
Stellarton, increased accommodation	6,500
To increase accommodation at Pictou	8,600
To increase accommodation at Truro	105,000
Increased accommodation at Springhill Junction	2,900
Improvements at Amherst	47,000
Improvements at Sackville	27,000
Towards double tracking parts of line	200,000
Locomotive and car shops with equipment	570,000
New machinery for locomotive and car shops	155,000
Rolling stock	1,550,000
Air brakes to freight cars	21,000
To exchange drawbars of freight cars	31,000
Side ladders on box cars	10,000
Air brake equipment, etc	10,500
To increase accommodation at St. John	120,000
Improvements at Loggieville	14,950
To put railway between Indiantown and Blackville into condition for operation	80,000
Improvements at Newcastle	38,000
Dalhousie, extension of wharf	3,000
Campbellton, improvements	25,000
Engine house, machine shop, etc., at Riviere du Loup	115,500
To increase accommodation at Levis	3,000
Engine house, etc., Chaudiere Junction	55,400
Improvements at Drummondville	6,000
Ste. Rosalie, improvements	85,900
Original construction	1,000
Increased accommodation and facilities along line	169,000
To strengthen bridges	190,000
To increase water supply	26,200
New turntables	16,500
Pintsch gas apparatus	2,500
Siding, Princess Pier, Levis	4,000
Increased accommodation at Charlottetown	260,000
Extension of wharf at Souris	18,500
Rolling stock	71,500
New machinery	20,000
Increased accommodation and facilities along the line	6,550
Spur line and ballast pit	30,000
Steel rails	10,000
Total	$ 416,550
Surveys and construction	30,000,000
Antigonish public building	7,000
Bridgewater public building	22,000
Glace Bay public building	20,000
Halifax, dominion buildings, improvements, repairs, etc	15,000
Halifax immigrant building, renewals and repairs in connection with heating, plumbing, etc	1,800
Halifax immigrant detention building	7,000
Halifax military buildings, Wellington barracks—reconstruction of married men's quarters	45,000
Halifax new public building (custom house)	12,000
Halifax quarantine station on Lawlors Island—winter hospital, electric plant, repairs, etc.	16,000
Inverness public building	10,000
Shelburn public building	10,000
Westville public building	15,000
Yarmouth public building, improvements	4,000
Georgetown public building	5,000
St. John dominion buildings, improvements, repairs, etc	4,000
St. John military buildings, addition to stores building and wagon and gun shed	6,000
St. John quarantine station, Partridge Island, to complete water service, etc	2,500
St. John quarantine station, Partridge Island, site for steam sterilizer, dwelling for boatman, improvements and repairs to existing buildings, etc	5,000
Tracadie lazaretto, laundry and sanitary works	6,000
Maritime Provinces Generally.	
Dominion public buildings, renewals, improvements, repairs, etc.	15,000
Appropriations for Harbors and Rivers in Prince Edward Island.	
Harbors, rivers and bridges generally, repairs and improvements.	8,000
McPhersons Cove wharf extension	5,000
New London, repairs to breakwater, etc	2,500
Rustic harbor, breakwater on Robinson's Island, south side of entrance to harbor	1,500
St. Peters Bay, breakwater on east side of entrance to harbor.	10,000
Souris, Knight's Point, strengthening breakwater, etc	5,000
Summerside harbor breakwater	50,000
Tignish, general repairs to breakwater, etc	1,000
Westpoint wharf repairs	2,000
Maritime provinces generally	20,000
Buctouche, channel through Beach	2,000
Campbellton, wharf extension and repairs	10,000
Cape Tormentine, improvements and repairs	5,000
Caraquet wharf approach, icebreakers, etc	3,900
Dover, wharf on Petitcodiac river	800
Dorchester wharf addition to	5,000
Edgetts Landing wharf, bed for vessels at outer end	1,500
Great Salmon river, groyne and breakwater combined	8,700
Harbors, rivers and bridges generally, repairs at and improvements	7,000
Lower Newcastle, wharf on Miramichi river	2,000
Madawaska river, extension of dyke on east side of river at Edmundston, southward	10,000
Miles Point wharf	5,000
Mispec, extension of eastern or outer breakwater and repairs to west pier	4,000
Moncton wharf enlargement of	16,000
North Head, Grand Manan, breakwater wharf	7,000
Oak Point wharf	1,600
Petit Rocher breakwater, including connection with shore	23,000
Pink Rock wharf, Shepody Bay, extension	5,000
Point du Chene, repairs to breakwater	600
Quaco harbor, extension of east pier	10,000
Richibucto, extension of piers, etc	3,300
Richibucto wharf	2,000
River St. John connecting tributaries	6,000
River St. John, wharfs in tidewater, contribution to local government, not to exceed one-half the first cost of wharfs built by it	5,000
St. Andrews harbor improvements	10,000
St. John harbor improvements, repairs and dredging	400,000
St. Mary's wharf, new approach.	1,000
St. Nicholas river, widening at Robertson's wharf	700
Shippegan harbor, improvements at Shippegan Gully	2,750

There is an increase in the militia estimates of $341,546. The amounts are:

Pay and allowances	$1,500,000
Military survey	30,000
Annual drill	1,000,000
Salaries and wages	100,000
Military properties—maintenance.	65,000
Military properties—construction and repairs	345,000
Military properties—repairs to Quebec cliff and walls	40,000
Warlike and other stores	350,000
Clothing and necessaries	450,000
Transport and freight	100,000
Provisions and supplies	430,000
Grants to rifle and artillery associations and bands	55,000
Contingencies	25,000
Printing and stationery	45,000
Royal Military College	95,000
Dominion arsenal	350,000
Departmental library	1,000
Customs dues	200,000

There is a large increase in every item.

There is $100,000 for a new dredging plant for the maritime provinces.

YESTERDAY IN PARLIAMENT

Government Roundly Scored for Lack of Supervision Over Quebec Bridge.

Ottawa, Dec. 11—The address was adopted in the house of commons this afternoon after the amendment of Mr. Barker on the Quebec bridge was voted down.

Mr. MacDonell, of Toronto, introduced a bill in the house today to amend the election law so as to make voting compulsory, to make the day of a general election a public holiday and to abolish the necessity of a candidate making any deposit. At present the deposit is $200.

In answer to Mr. Foster, Mr. Brodeur said that $35,400 had been expended on experts for reorganizing the system of keeping accounts for the department.

To Mr. Ward, Mr. Aylesworth said that a man named Gillis was sentenced to be hanged some years ago at Charlottetown for the murder of one Callahan. In 1886 the sentence was commuted to imprisonment for life. The prisoner was removed to Kingston from Dorchester. In July, 1907, the prisoner was released after twenty-two years confinement.

In answer to Mr. Martin (Queens), Mr. Graham said that the government had received complaints from the maritime provinces respecting the express service. Express companies' tolls were under the charge of the railway commission.

Replying to Mr. Foster, Mr. Fielding said that $8,000 was appropriated for the premier's expenses at the colonial conference and $16,000 for the ministers. Of the latter sum Sir Frederick Borden was charged with $4,000 and Mr. Brodeur with $4,000.

Mr. Fielding, answering Mr. Foster, said that the revenue from the Yukon telegraph line for the last fiscal period was $52,000 and the working expenses $136,000.

To Mr. Borden, Mr. Graham said that Mr. Hodgins had resigned from the National Transcontinental Railway because his services were unsatisfactory. No investigation was held because none was necessary.

Sir Wilfrid Laurier told Mr. Foster that if he moved for the amounts paid to the Sun and Star of St. John, the Chronicle and Echo of Halifax, the Glace Bay Gazette and St. John Globe for 1904, 1905 and 1906 the information would be given without delay.

The debate on the address was resumed by Mr. Barker, of Hamilton, who dealt with the Quebec bridge and concluded by moving an amendment. He said that the bridge, when completed, would be the greatest in the world. It had attracted the attention of the greatest engineers in the world. Millions of the people's money had been expended on it. The bridge was now in the bottom of the St. Lawrence River and the money spent upon it might as well have been thrown into the sea. The country being committed to the Transcontinental Railway made the Quebec bridge project all the more important.

Mr. Barker gave a brief history of the company. It was incorporated twenty years ago at $1,000,000. Up to 1903 the company had received subscriptions for only $200,000 and on that stock only $65,500 had been paid. With that amount the company started out to build a bridge to cost between seven and eight millions. It had received $250,000 from the Quebec government, $300,000 from Quebec city and $374,283 from the dominion, a total of $924,000. In 1903 the company had only $9,000 left and the company sold $472,000 bonds at about 60 cents on the dollar. That was an extraordinary position. The net debt of the enterprise in October,1903, was $704,000 and not a cent to show for it.

Mr. Barker went on to say that the government should have taken over the bridge and built it as a national enterprise. The bridge was an integral part of the Transcontinental Railway and yet the government left it in the hands of a bankrupt company. The government should have told the president, Mr. Parent, that he would get no money but Mr. Parent was a friend of the prime minister, so that the government made an agreement with the company. It was estimated that about $6,866,883 was necessary. The company was obliged to issue $200,000 to square the shareholders and the government agreed to guarantee bonds to the extent of $6,678,000. Mr. Parent was the political and personal friend of Sir Wilfrid and law partner of one of the premier's colleagues at that time. The company was bankrupt without a dollar to bless itself. Such a contract could not be excused, but it was characteristic of the government. It was a deal with the middlemen.

Mr. Parent was made chairman of the Transcontinental Railway Commission at a salary of $8,000 a year. The contract for the bridge called for government approval of plans and methods of construction and the government therefore assumed the responsibility. From hour to hour there should have been competent experts on the spot. In conclusion, Mr. Barker moved the following amendment:

"We desire to express our respectful regret that more adequate reference has not been made to matters of public interest alluded to in your excellency's gracious speech and that other matters of grave public concern have altogether escaped mention therein and especially that the allusion to the collapse of the great bridge, in course of construction across the St. Lawrence River, omits any reference to the unfortunate and unbusinesslike conditions, under which that great national work has been carried on.

"We especially deplore the loss of life on that occasion and we also deplore not only the destruction and loss of millions of capital but the serious delay in a great work, which forms an essential part of the National Transcontinental railway and we greatly regret the unbusinesslike arrangements and absence of efficient control in the public interest with regard to that work."

Mr. Fielding, in reply to Mr. Barker, declared that the present was not the time for the discussion of such a matter. The honorable gentleman should have waited until he had the information before him instead of endeavoring to make a case out of press reports and rumors. Mr. Barker also attacked the personnel of the Quebec Bridge Company, but he would not go to Quebec and say what he stated in the house. The members of the bridge company were Quebec's most respectable citizens. The Quebec government had confidence in these men and contributed $250,000. The city of Quebec had confidence in them and gave $300,000. When the Canadian parliament gave $1,000,000 in cash towards the construction of the bridge there was not a dissenting voice in the house. Of that vote $400,000 was paid. Further aid was wanted and it was given by the government. Mr. Barker said that was the last thing sensible men should have done, but every man in the house, said Mr. Fielding, voted for it. Nothing had ever been done in regard to the plans without consulting the head engineer of railways, Mr. Schreiber.

Mr. Monk supported the resolution in every particular. There was no doubt further reports would be brought down but it was not likely they would contain anything that was new. What they knew now was that a large number of lives had been sacrificed through the negligence and inattention of the government. The scheme of the government was brought down late in the session, when it could not be discussed. The Quebec Bridge Company was composed of four or five men who had contributed small amounts of the capital and who had gone into it with the sole view of personal interest and gain. No money was paid up in the capital stock of the bridge company.

Mr. Parent—I for one can say that I paid up stock in that company. (Liberal cheers.)

Mr. Monk—It must have been a small amount. There was, he said, a lack of supervision on the part of the government and throughout it was a scheme which had for its object the benefitting of a small group.

Sir Wilfrid Laurier regretted that Mr. Monk should have seen fit to make political capital out of a great national calamity. But for that national calamity there would have been no amendment from Mr. Barker. The amendment was a censure of the government because they had dealt with the Quebec Bridge Company instead of undertaking it as a government work. If that was a wrong policy it should have been corrected in 1903. If it was good then it was still good. The matter was before the house in 1904 and 1905 and 1906 and not a word of censure and nothing would have been heard now but for the unfortunate disaster which caused the loss of so many lives and destruction to property.

Mr. Monk—There was no supervision.

Sir Wilfrid Laurier—These very words are the strongest condemnation of my honorable friend's course. There is at this moment a commission investigating the causes of the catastrophe and to find out the cause. It may have been the fault of construction or supervision, but the member for Jacques Cartier cannot tell. He has no information. As to casting a slur on the directors, as had been done, he would say that the lives of these men are without reproach—some of the best men, not only in Quebec, but Canada. With all deference they were the equals of Mr. Monk in every possible respect. (Cheers.)

Sir Wilfrid went on say that there was ample supervision of the work. The Phoenix Bridge Company had two or three engineers on the spot and the bridge company had Mr. Hoare. As to the plans they were approved by Mr. Cooper, a man of special ability and knowledge. In conclusion the premier said that it was unfair to condemn the government before the facts were known.

Mr. Haggart maintained that it was a proper time and in perfect order to discuss the subject.

The house divided on the amendment which was lost, 50 voting for and 96 against, a majority of 46 for the government.

In answer to Forster, Mr. Fielding said that it had been the intention of the government to go on with the budget before the Christmas holidays but the lengthened debate on the address upset this arrangement. It was not now intended to make the financial statement until after the holidays.

In reply to Mr. Walsh, Sir Wilfrid Laurier said that representations had been made to the government by Rev. Dr. Chown, of the temperance and morals department of the Methodist church, Toronto, with reference to stores or buildings on the international boundary line. The question was one of a somewhat delicate nature, which would require to be dealt with by treaty between the two countries.

Mr. Crocket will move for a copy of all correspondence between the railway commission and the department of railways and canals or the Intercolonial Railway, and between the railway commission and the Canadian Pacific Railway and the Grand Trunk Railway, and between the railway commission and the Fredericton board of trade in reference to the alleged discrimination against the city of Fredericton in the matter of freight rates. And also for a copy of all other papers and documents on file with the railway commission in relation thereto.

H. Pike, of Lubec, was registered at the Dufferin yesterday.

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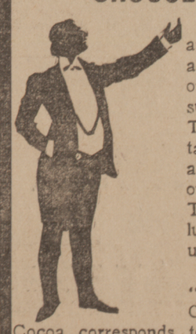
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