THE UNION ADVOCATE WEDNESDAY, JUNE 21 1905.

Two ways of reducing the deficit

engines, and today they should have at least 60 additional engines

to measurably handle the traffic of the road. They were also short of cars. Nevertheless he believed

that the railway is the greatest

asset Canada has. 'Would you be willing to extend it?' asked W. F. MacLean.

"All my moves have been in the direction of extending it," replied Mr. Emmerson.

There is no Harm in Their

Having a Good Time, Possible.

Speaking recently to the girl students of Queen's College, Har'ey

Street, the Bishop of London said that during his Lenten conferences

in the West End he found girls

"Although they were not afraid

TO SCHOOL GIRLS

BISHOP'S ADVICE

shortage of \$900,751 from last Intercolonial Deficit year' made a total shortage of more than \$1.800,000. were open -- nigher freight rates, or better equipment to reduce the cost of carrying frieght. For past Will be About \$2,000,000. yea" the I. C. R. had been short of motive power to the extent of 75

Hon. Mr. Emmerson Attributes it to Hard Winter and In= creased Wages.

Minister of Railways Declares There is no Way to Make Both Ends Meet-Raise in Rates Likely in Future, but that Will not Even Matters-Employes Receiving \$750,000 More than Previous Year-Haggart Charges Mismanagement and Declares Government Wants to Get Rid of the Road.

Ottawa, June 14—(Special)— The committee went into supply on the Intercolanial estimates. Hon. Mr. Emmerson said he had but that they had in the pass been several times hinted to the house lower. The increases merely per cent lower than the local rates that he was now prepared to terrolonial rate of pay to the stand, of Canada. Mr. Emmerson said he to report. He was now prepared to say that his worst fears had been realized. He could not give the exact amount, but estimated the earnings would be less than the crease in the wages amounted to expenses by \$1.500.000 or \$2.000 or \$2.0 expenses by \$1,500,000 or \$2,000, about \$750,000 on the railway interests

00. He regretted to have to make crease and a small increase in the he beleived the Intercolonial had she should have the law of prothe announcement, but it was cap-able of explanation. The Intercol-sults being obtained from the staff. The rates have been practically where a girl may with a winter, the like of which the mechanical department, where fixed and though it might be had lever been known in the Mar-time Provinces. The Intercolon-ial in common with attaction of the number of men had been in- possible to raise them some, it is a bar of the intercolon-creased twenty per cent., and the would not be possible to meet the ial, in common with other railreads of the Maritime Provinces, had been practically tied up for two During the time the second provinces in the second poince to the time the second poince the in common with other railreads of the Maritime Provinces, had been practically tide up for two months. During that time the teen passenger coaches were passed through the car repair shops of the staff twenty per cent, more locomotives were massed the same agencies which increased the expenses of operations. This was true of both the Inter- time.
This was true of both the Inter- colonial and of the P. E. Island alto the increase in efficiency was due to expense so in the pay of the proceeding year. On the Ister the returns for the first nine months of the proceeding year. On the Ister Wenty and the increase in the operations was on the Intercolonial.
RE VEN UE S HOWED IN. The chief loss in the operation of the stops was on the Intercolonial, was was on the Intercolonial. The chief loss in the operation of the stops was on the Intercolonial. The chief loss in the operation of the stops was on the Intercolonial. The chief loss in the operation of the stops was on the Intercolonial. The chief loss in the operation of the stops was on the Intercolonial. The chief loss in the operation of the stops was on the Intercolonial. The chief loss in the operation of the stops was on the Intercolonial. The chief loss in the operation of the stops was on the Intercolonial. The system of the growering freight rates on the rowill with the set to the I. C. R. Free canals was so the therefore in the revenue of the system of the there neared increased to \$32,175.
WAGES INCREASED \$75,0000. Besides the great expenses of the the system of the tere system of the is the increase in the working expenses of the system of the staff twense period of the staff twense period of the system of

loath to explain their religious difficulties to him says the Mail. of me," he said, "they were terribly afraid of one another. Afterwards I received letters saying, 'We could not talk in the presence of others, but if you can see us two by two we can explain further.'

'I believe in a girl having a good time.' the bishop explained, 'par-ticularly at that period of her life which should be the happiest, but 'The tone of every country house

where a girl may stay will not be what she is accustomed to, and she will either have to fall to that tone or to raise that tone Girls exercised an enormous

influence on the men they met,



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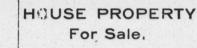
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and has been made under his perart filtchire sonal supervision since its infancy. Ailow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children-Experience against Experiment.

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ary small and as easy

to take as sugar.

ABSOLUTE

He wanted the people to look you visits.'

the years operations. know of it. The question of rates Hon. Mr. Emmerson said he would have to receive attention hoped that members on both sides at an early date. The increase of the house would regard the In- of deficicits cannot go on from tercolonial question from its prac- year to year.

In the maintenance of way de tical rather than its political aspect. The country had to recognize that partments there was an incréase it had the Intercolonial on its hands of \$252,808 in nine menths endas one of the pledges of confedera-tion and one that had to be main-increase being \$126,641 for snow tained. The time has come when and ice, and \$97,000 for sectionthe country had to realize its obli- men, being an increase in wages. gation. It must realize that the Intercolonial was not built to be a commercial success, but that mili tary considerations influenced the crease of \$621,563, one item of location of the line on the North increase being \$81,000 in the Shore of New Brunswick. Canada wages of drivers, firemen, etc. He had built the Intercolonial on a could say that at no time was the non-commercial route and had rolling stock in better condition. bonused a short line competitor to it in the C. P. R., across the State was a deficit of \$145,477, including of Maine. The people of Upper [38,842, increase to station em-Canada should remember that it ployes and an increase to train-the maritime provinces had the men of \$162,608. There was a Intercolonial they had the canals system constructed for their benefit \$949,038, which added to the

I. C. R. RATES WILL HAVE TO BE RAISED. The rates on the Intercolonial were low but these low rates had

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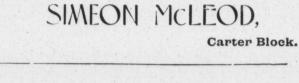
She-'No; I think he would pre-

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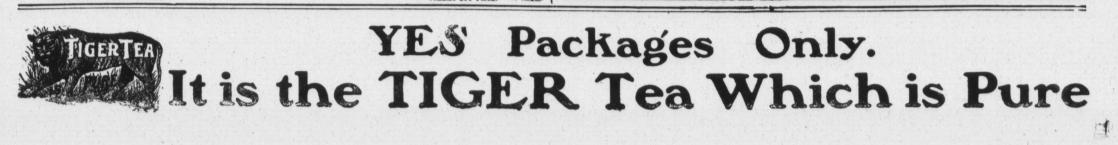
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I. C. R, employes. In some cases would have gone a long way to-the increases amounted to fifty per ward cutting down the deficit on the years operations.