

Intercolonial Deficit Will be About \$2,000,000.

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—Employees Receiving \$750,000 More
than Previous Year—Haggart Charges Mismanage-
ment and Declares Government Wants to
Get Rid of the Road.

Ottawa, June 14—(Special)—The committee went into supply on the Intercolonial estimates. Hon. Mr. Emmerson said he had several times hinted to the house that he was likely to have a deficit 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 expenses by \$1,500,000 or \$2,000,000.

He regretted to have to make the announcement, but it was capable of explanation. The Intercolonial last winter had an experience with a winter, the like of which had never been known in the Maritime Provinces. The Intercolonial, in common with other railroads of the Maritime Provinces, had been practically tied up for two months. During that time the candle had been burning at both ends. The expenses of operations were doubled and trebled by storm after storm and the same agencies which increased the expenses cut down the business of the road and its financial returns to almost nothing.

This was true of both the Intercolonial and of the P. E. Island railroads. On the latter the returns for the first nine months of the present fiscal year fell off \$11,857, and during the same time the working expenses had increased \$65,288 over the same period in the preceding year. On the Island railway the cost of removing snow and ice last year had been about \$11,000, and this year it had increased to \$32,175.

WAGES INCREASED \$750,000. Besides the great expense occasioned by the storms of last winter the working expenses of the road had been increased by a general advance in the pay of the I. C. R. employees. In some cases the increases amounted to fifty per

cent. This did not mean that the wages of the Intercolonial were now higher than on other railroads, but that they had in the past been lower. The increases merely meant the levelling up of the Intercolonial rate of pay to the standard of other railroads. The government was not paying an exorbitant, but a fair wage. The increase in the wages amounted to about \$750,000 on the railway year. As a result of the wage increase and a small increase in the number of the employees better results being obtained from the staff. This was particularly noticeable in the mechanical department, where the number of men had been increased twenty per cent., and the output of work in some cases as much as a hundred per cent.

Last year, from sixteen to eighteen passenger coaches were passed through the car repair shops. This year the number ran from twenty-nine to thirty. Sixty six per cent. more locomotives were passed through the repair shops than during the previous year. This increase in efficiency was due to a reorganization of the shop system, which involved the increasing of the staff twenty per cent. and the increase in the pay of the old hands. The result was satisfactory.

REVENUES SHOWED INCREASE FOR NINE MONTHS. The chief loss in the operation of the government system of railroads was on the Intercolonial. It was not due to a falling off in the revenue. In fact the revenue of the system of the first nine months was a few thousand dollars greater than for the same period of the preceding year. Had it not been for the great and largely unexpected increases in the working expenses, the increase in the earnings would have gone a long way toward cutting down the deficit on the years operations.

Hon. Mr. Emmerson said he hoped that members on both sides of the house would regard the Intercolonial question from its practical rather than its political aspect. The country had to recognize that it had the Intercolonial on its hands as one of the pledges of confederation and one that had to be maintained. The time has come when the country had to realize its obligation. It must realize that the Intercolonial was not built to be a commercial success, but that military considerations influenced the location of the line on the North Shore of New Brunswick. Canada had built the Intercolonial on a non-commercial route and had bonused a short line competitor to it in the C. P. R., across the State of Maine. The people of Upper Canada should remember that if the maritime provinces had the Intercolonial they had the canal system constructed for their benefit. I. C. R. RATES WILL HAVE TO BE RAISED.

The rates on the Intercolonial were low but these low rates had been induced in many cases by the presence of water competition. They were not for the benefit of the

people of the maritime provinces only. The whole country benefited by them. However the Intercolonial local rates were from 24 to 30 per cent lower than the local rates charged on railroads in other parts of Canada. Mr. Emmerson said he thought in many cases these rates were too low and would have to be raised not only for the benefit of the road but for the benefit of all interests.

Hon. Mr. Emmerson said that he believed the Intercolonial had passed the stage when it would be possible to make both ends meet. The rates have been practically fixed and though it might be possible to raise them some, it would not be possible to meet the increasing cost of operations occasioned by the ascending scale of wages but not to reduce them.

W. F. McLean—Why not? other roads reduced the pay of their men.

Hon. Mr. Emmerson said that might be possible on other lines of railway, but not on government lines. They had not yet been able to apply the remedy which a railway company could adopt that is, increasing rates. There was no question on which the people were more sensitive than the increase of rates on a government railway. People say that our railway, and we will run it in interest. People in the west could not appreciate that feeling in respect to the I. C. R. Free canals were used as an argument for lowering freight rates on the government railway. He naturally stood measurably condemned as the administrator of the railway for the last fiscal year.

SOME DETAILS OF THE DEFICIT.

He wanted the people to look at the facts. If there had been any mismanagement or extravagance or favoritism he had yet to know of it. The question of rates would have to receive attention at an early date. The increase of deficits cannot go on from year to year.

In the maintenance of way departments there was an increase of \$252,808 in nine months ending March 31, the largest item of increase being \$126,641 for snow and ice, and \$97,000 for section-men, being an increase in wages.

In the mechanical department in the same period there was an expenditure of \$3,019,482, an increase being \$621,563, one item of increase being \$81,000 in the wages of drivers, firemen, etc. He could say that at no time was the rolling stock in better condition.

In the traffic department there was a deficit of \$145,477, including \$38,842, increase to station employees and an increase to trainmen of \$162,608. There was a total deficit from those items of \$949,038, which added to the

shortage of \$900,751 from last year made a total shortage of more than \$1,800,000.

Two ways of reducing the deficit were open—higher freight rates, or better equipment to reduce the cost of carrying freight. For past year the I. C. R. had been short of motive power to the extent of 75 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.

BISHOP'S ADVICE TO SCHOOL GIRLS

There is no Harm in Their
Having a Good Time.
Possible.

Speaking recently to the girl students of Queen's College, Harley Street, the Bishop of London said that during his Lenten conferences in the West End he found girls loath to explain their religious difficulties to him says the Mail.

"Although they were not afraid 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, "particularly at that period of her life which should be the happiest, but she should have the law of proportion in her life."

"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, added the Bishop. Man's ideals of purity, truth and honor were unconsciously based upon the women with whom he came in contact and the Bishop urged the girls to carry with them the aroma of purity, truth and honor all through their lives.

"A girl on leaving school, declared Dr. Winnington Ingram, 'finds herself in the whirl of society which sweeps her from her moorings altogether.' He advised the students of Queen's College to have a definite plan as to how they would spend each day."

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