

sent to our shops to be modernized at the expense of the Pullman Car Company. So that we shall have a greatly improved service in the meantime, and in August, 1885, when the contract with the Grand Trunk terminates we hope to make better arrangements for the service. It is also provided that at that time, after all these cars have been put in first-class condition, we may take over the Pullman stock on the road at its actual cash value at that time.

Sir RICHARD CARTWRIGHT. What is the present arrangement for the conveyance of wheat to Halifax?

Sir CHARLES TUPPER. I am sorry to say that the comparative failure of the wheat crop in Ontario last year rendered it not a matter of very much consequence what the rate should be, as it has been found impracticable to obtain any large amount of grain during the present year. I believe the rates have been comparatively experimental.

Sir RICHARD CARTWRIGHT. If my recollection is correct, the charge from Rivière du Loup to Halifax was between three and four cents per bushel.

Sir CHARLES TUPPER. My hon. friend from Halifax (Mr. Stairs), who has been shipping grain over the Intercolonial Railway, tells me that it was six cents per 100 lbs. from Chaudière Junction to Halifax.

Mr. MITCHELL. Does the Grand Trunk Railway carry freight at a proportionate rate between Montreal and the Chaudière?

Sir CHARLES TUPPER. There has been no definite settlement of a permanent rate; but the Grand Trunk Railway has been extremely accommodating in giving a very low rate over that portion of its line, with the view of encouraging the shipment of grain at Halifax.

Mr. MITCHELL. I am very glad to hear that it has been disposed to encourage trade in that portion of the Dominion.

Mr. VAIL. It has been reported that the Allan Steamship Company have exceptional advantages for the shipment of their freight over the Intercolonial Railway. Is that the case?

Sir CHARLES TUPPER. Practically, the Allan Company and the Dominion Company are upon a par in that respect. They are the principal lines that come to Halifax, and regular lines of steamships coming there, that give regular quantities of freight to the Intercolonial Railway, have a lower rate than those that may come at irregular and uncertain periods. We attach great importance, of course, to preventing freight for Toronto and Montreal going by way of Portland and Boston, and with that object, have made as low a through rate as we possibly could; and I am glad to be able to say that we have been able to give such prompt dispatch, owing to the efficient condition of the road, as to enable us to compete very successfully with either Portland or Boston for through freight going to Montreal or Toronto.

Mr. VAIL. Is that a permanent arrangement?

Sir CHARLES TUPPER. It has been in existence for the last year or two. There is no permanent arrangement beyond the present year.

Mr. DAVIES. Will the hon. gentleman say what, if any, special rates have been arranged for the carrying of coal from the Spring Hill Mines to Montreal?

Sir CHARLES TUPPER. Where large quantities are carried, the rate is a low one; I do not, at this moment, remember the exact figures, but I know that coal is carried at a very low rate.

Mr. DAVIES. Is it under \$1 per ton.

Sir CHARLES TUPPER. No, certainly not.

Sir CHARLES TUPPER.

Mr. DAVIES. Is the carriage of coal from Spring Hill Mines to Montreal, or as far as the Intercolonial carries, under \$1?

Sir CHARLES TUPPER. No. There is a return moved for, and I wrote a note to Mr. Schreiber asking him to have that return brought down at once.

Sir RICHARD CARTWRIGHT. You do not appear to expect any considerable increase of trade on the Intercolonial; that is to say, the vote asked for is precisely the same as last year.

Sir CHARLES TUPPER. It is the same; but I think the Supplementary Estimates for 1884-85 will contain something.

Sir RICHARD CARTWRIGHT. I do not think there is anything in the Supplementary Estimates for the present year.

Sir CHARLES TUPPER. Perhaps they will contain a provision for an increased number of coal cars. I am told the Spring Hill Company are prepared for a great increase in the output and have made large contracts in Montreal for the delivery of coal, so that we will have to ask for some additional cars for that work. We hardly expect so great an increase in the traffic as last year has shown. I do not think we can reasonably expect that to be maintained during the present year. I do not expect to have to ask for any material increase in the rolling stock, except to have provision for additional coal cars.

Sir RICHARD CARTWRIGHT. This is the working expenses, and there is nothing expressly put down for the maintenance of the rolling stock.

Sir CHARLES TUPPER. All the maintenance is included in this service. Locomotive power, \$630,000; average expenses, \$540,000; maintenance of way, \$600,000. The grant for locomotive power includes the keeping of the locomotives in a state of efficiency. The car expenses include the cars now there. Station and train expenses, \$300,000; general charges, \$210,000.

197. Repairs and working expenses—Prince Edward Island Railway..... \$210,000 00

Mr. DAVIES. Early in the Session I moved for a return showing the comparative wages of the employees on the Intercolonial Railway and the Prince Edward Island Railway, but have not yet obtained it. I intended, if I had possession of it, to use it, with a view to inducing the hon. member to make better arrangements for these employees. While there is every reason that the principal employees on the Prince Edward Island road should not be paid anything like the sum they are paid on the Intercolonial, because their responsibility and work is much less, there is no reason why the men who are at manual labour should be paid on a different scale. A great discrepancy exists between the wages paid them and those paid at Moncton; and the consequence is, that the best men are drawn away from the Island. The hon. gentleman gave as his reason for this discrepancy that the Prince Edward Island Railway does not pay, but that is no reason why these men should not be paid fair wages. The working expenses of the Intercolonial are \$2,809 per mile and those of the Prince Edward Island road only \$1,337 per mile; or the Intercolonial Railway is more than double the Prince Edward Island road. True, the receipts of the Prince Edward Island road are not large enough to pay expenses, but that is not a reason why the workmen should not be paid fair wages. I think the hon. Minister has not given this question the consideration he ought to give it.

Sir CHARLES TUPPER. I must join issue with the hon. gentleman *in toto* on this question. I am very sorry I have not been able to bring down the report asked for, but the Department has had to communicate with Moncton and Prince Edward Island before it can get the documents