

in that report, but must be supplemented by some items that do not appear there.

Mr. McMULLEN. I would say in reply that I have carefully gleaned from the Auditor General's Report the items connected with printing, advertising and stationery, which the hon. gentleman must include, because it is included in the report of the Grand Trunk.

Mr. HAGGART. I did include it.

Mr. McMULLEN. The hon. gentleman will remember that in order to ascertain the entire amount expended for printing, advertising and stationery, I put a question across the House to him some time ago, and if he will add the amount stated in his answer for stationery to the amount given in the Auditor General's Report for printing and advertising, he will find my statement to be correct. Now, the earnings of the three railways for 1890 were as follows:—

	Grand Trunk Railway.	Canadian Pacific Railway.	Government Railways
	\$	\$	\$
Gross earnings	18,300,606	15,572,985	3,173,711
do per mile of line	5,861	3,062	2,687
Freight earnings per mile of line	3,893	1,845	1,725
Passenger earnings per mile of line	1,736	899	816
Mails and express freight per mile of line	233	333	144
Gross tons carried	7,909,708	3,006,684	1,420,423
Tons carried per mile	2,213	591	1,203
Passengers carried per mile	1,881	528	1,145
Net earnings per mile	1,310	1,238
Net loss, about	600

Now, with regard to maintenance, the Grand Trunk Railway cost \$802 per mile, the Canadian Pacific Railway \$394.50, and the Intercolonial Railway \$972, so that it cost double as much to maintain the Intercolonial Railway as the Canadian Pacific Railway per mile, and over \$172 more per mile than it cost the Grand Trunk Railway. Then, with regard to working expenses, it cost the Grand Trunk Railway \$1,401 per mile, the Canadian Pacific Railway \$652, and the Intercolonial Railway \$1,038 per mile. Working and repairs of cars cost the Grand Trunk Railway \$425 per mile, the Canadian Pacific Railway \$102.60, and the Intercolonial Railway \$460. General operating expenses per mile cost the Grand Trunk Railway \$1,484, the Canadian Pacific Railway \$704.25, and the Intercolonial Railway \$741. The total expenses per mile, as I have already said, are \$4,113 for the Grand Trunk Railway, \$1,853.55 for the Canadian Pacific Railway, and \$3,211 for Government railways. I have already given the committee the cost of printing and advertising. When we come to examine these facts and figures, we find it is quite clear that the management of the Intercolonial Railway is in that condition that for several years past it has imperatively demanded investigation. The operation of the line has been far in excess of what it cost to operate the Canadian Pacific Railway or the Grand Trunk Railway. Any person who knows anything about railways, should know that in proportion as the earnings of a road in-

crease, the operating expenses should increase; but when we compare the operating expenses of the Intercolonial Railway with other lines of the Dominion, you will find it cost considerably more per mile to operate the Intercolonial Railway than the Grand Trunk Railway or the Canadian Pacific Railway. The Minister of Railways shakes his head. We must surely give some credit to the reports of railways which were submitted to the directors, such as the reports of the Grand Trunk Railway and the Canadian Pacific Railway, and when we compare these reports with the Government report of expenses connected with the Intercolonial Railway, we are justified in coming to the conclusion I have given. If the Minister will investigate these reports, he will find that the statement I have made is correct.

Mr. HAGGART. I have them all and will read them afterwards.

Committee rose, and the Speaker took the Chair.

ROYAL ASS. 'NT TO BILLS.

A Message was delivered by the Gentleman Usher of the Black Rod, as follows:—

Mr. SPEAKER,—

His Honour, Mr. JUSTICE STRONG, Deputy Governor, desires the immediate attendance of your Honourable House in the Chamber of the Honourable the Senate.

Accordingly, Mr. Speaker, with the House, went up to the Senate Chamber.

And having returned,

Mr. SPEAKER informed the House that the Deputy Governor had been pleased to give, in Her Majesty's name, the Royal Assent to the following Bills:—

- An Act to incorporate W. C. Edwards and Company.
 - An Act to amend "The Pilotage Act."
 - An Act to amend an Act respecting the Department of the Geological Survey.
 - An Act respecting the Grand Trunk Railway Company of Canada.
 - An Act respecting the Canada Southern Railway Company.
 - An Act respecting the St. Catharines and Niagara Central Railway Company.
 - An Act to revive and amend the Act to incorporate the Lindsay, Bobcaygeon and Pontypool Railway Company.
 - An Act respecting the Canadian Pacific Railway Company.
 - An Act respecting aid by United States Wreckers in Canadian Waters.
 - An Act to authorize the conveyance to the Corporation of the City of Toronto of certain Ordnance lands in that city.
 - An Act respecting the Boiler Inspection and Insurance Company of Canada.
 - An Act respecting the Nova Scotia Steel and Forge Company (Limited).
 - An Act respecting the *Globe* Printing Company.
 - An Act respecting the Montreal Board of Trade.
 - An Act to incorporate the Women's Baptist Missionary Union of the Maritime Provinces.
 - An Act respecting the Nipissing and James Bay Railway Company.
 - An Act respecting the St. John and Maine Railway Company and the New Brunswick Railway Company.
 - An Act respecting the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.
 - An Act respecting the Lake Manitoba Railway and Canal Company.
 - An Act respecting the Wood Mountain and Qu'Appelle Railway Company.
 - An Act respecting Fishing Vessels of the United States.
 - An Act further to amend the Steamboat Inspection Act.
- House again resolved itself into Committee of Supply.

(In the Committee.)

Mr. McMULLEN. I had been drawing the attention of the committee, before the message came