

SUPPLY—GOVERNMENT BUSINESS—*Con.*

*Foster, Hon. Geo. E.* (North Toronto)—926.

Asks when the Banking Bill will be introduced, and if the budget will be delivered before Christmas, 926.

## SUPPLY—HALIFAX HARBOUR—BIG GUN PRACTICE AND THE FISHERMEN.

Attention called to a resolution from Halifax, Mr. R. L. Borden—4714.

*Borden, R. L.* (Halifax)—4714.

Attention called to a resolution pointing out the danger to fishermen from big gun practice, recommendations, 4714.

*Laurier, Rt. Hon. Sir Wilfrid* (Prime Minister)—4714.

Will call his colleague's attention to it, 4714.

## SUPPLY—INTERCOLONIAL RAILWAY.

Annual statement, Hon. Geo. P. Graham—2798.

*Graham, Hon. Geo. P.* (Minister of Railways and Canals)—2798.

Report of the withdrawal of Mr. Butler from the public service, 2798. The appointment of Mr. Campbell, chief engineer's to be a separate position, 2799. Canada has shown greater courage than any other nation in the matter of transportation, 2800. Not a canal in any country he visited free like the Canadian canals, 2801. The Georgian Bay canal; another lock wanted at the Soo canal. Canal traffic, 2802. Port Colborne harbour and elevator, 2803. Larger mileage of railways per head than any other country; N. T. R. report of Mr. Collingwood Schrieber. Grading on the main line, 2804-5-6. Track laying, steel superstructures for bridges, 2807. Ballasting, 2808. Steel bridges required not yet under contracts. Summary: the Hudson Bay railway, Nelson harbour, 2908-10. Proposes to send a vessel to report on both these harbours, 2811. Is going to try and get the information so as to be sure of selecting the best harbour, 2812. Believes all the projects in view will be wanted in the next 25 years, 2813. The sooner we get this completed the sooner returns will come in, 2814. Can begin construction; railways and canals in England, 2815. Railway operation in France; State railways of the continent of Europe, 2816. Statistics, passenger rates in all countries lower than in Canada, 2817. Why lower class traffic is cheap in England; control over rates, 2818. The freight situation, Canada in a better position than any European country, 2819. Memorandum on the Quebec bridge, 2820-1. Magnitude of the work, height above water, 2822. Hardly fair to mention the estimated cost, time limit, 2823. No hesitation in mentioning estimates except in the public interest, 2824. Most of the original railway companies on the continent have gone into liquidation; the I.C.R., 2825. Capital account, items in the Baltimore and Ohio

SUPPLY — INTERCOLONIAL RAILWAY—*Con.*

*Graham, Hon. Geo. P.*—*Con.*

reports, 2826. When they are building a new station they charge it to capital, 2827. The practice of railways is to set aside a certain amount yearly for the renewal of rails, 2828. Increases in the different services of the I.C.R., an improvement all round; what the I. C. R. has done in the past nine months, 2829-30. List of expenditures above ordinary, charged to revenue, 2831. Rolling stock, amount provided, contracts entered into, 2832; A nucleus for next year, payments for maintenance, 2833. Trade of the I. C. R. Contracts for grain, 2834. Comparative table rates of Canadian railways and other countries. Average number of employees and wages, 2835-6. Result of the operation of the I. C. R. for nine months; the P. E. I. railway, 2837. Rates on the I.C.R., 2838. Gives greater accommodation to travellers than they could hope to get from any other railway, 2839. Will continue to give a first class service at fair rates, 2840.

*Haggart, Hon. John G.* (South Lanark)—2840.

The minister had very little to say of the Georgian Bay canal, 2840. The Hudson Bay Railway, a veritable elysium of dredging at Port Nelson, 2841. No matter about the port, if you can only navigate the straits during four months, 2842. The solution of the transportation problem in this country is the Georgian Bay canal, 2843. The Quebec bridge; does not believe there was any dishonesty about it, 2844. N.T.R.; enormous public liability for the prairie section, 2845. The position of the government with regard to the G. T. P. R. and the bill, 2846. The wildest scheme that of drawing grain from Winnipeg to Quebec, 2847. Fancy building a road paralleling the I. C. R. our own road, 2848. The amount Canada has expended on the I. C. R.; the average freight rates, 2849. The appointment of a commission to manage the I. C. R. is a peculiar move, 2850. Why is every railway of any enterprise in Canada paying save the I. C. R., 2851. Criticism of the statement of the commissioners, 2852. Believes Graham is trying to do his duty; has no faith in commissions, 2853. Denies that the I. C. R. may flourish, 2854.

*Macdonald, E. M.* (Pictou)—2854.

The Quebec bridge, the Maritime provinces interest in the I.C.R., 2854. The fact of there bringing a surplus significant from the standpoint of government operations, 2855. Cannot understand the position of some people regarding this public utility, 2856. The I. C. R. alone does not attempt to capture emigrants leaving for Canada as passengers, 2857. The C. P. R. takes practically every immigrant from the east, 2858. The I. C. R. is still not a continental but merely a local line, 2859. The minister's responsibility and the commission of management of the I. C. R., 2860. The minis-