

Railways and canals, chargeable to capital—to increase railway accommodation at Campbellton, N.B., Governor General's warrant, \$75,000.

Mr. GRAHAM. As a matter of fact, when the station buildings at Campbellton were burned in the fire which destroyed the town, the Governor General's warrant was issued for \$250,000. We did not wait a moment to even advertise for tenders; we put our own staff at work. The result will be that we shall spend on new yards, round-houses, and station, about \$327,000. The loss at Campbellton, amounting to \$76,000, we have provided for out of the revenue of this year. There is a little error in this item, and we shall have to ask for a supplementary vote later, as the total estimated cost will be \$327,880.

Mr. TAYLOR (Leeds). I notice by the papers of to-day that another fire has taken place, this time at Truro. Has the minister the details?

Mr. GRAHAM. I have not the details yet. I think the loss is exaggerated in the newspapers. Our freight shed at Truro has been destroyed. It was not very valuable. We have a vote to build a new one. What the extent of the loss of freight is I do not know.

Railways and canals—collection of revenue—Intercolonial railway, further amount required, \$250,000.

Mr. GRAHAM. We took a vote of \$9,000,000 for this year, thinking that would be sufficient; but we have been much more prosperous than we expected. Instead of earning \$9,217,000, we expect to earn \$10,000,000, and consequently, as on all railways, the cost of operation has been correspondingly increased.

Mr. PRICE. I have reason to complain of the freight-car service of the Intercolonial. My company has several mills on the Intercolonial line, and we have had a great deal of trouble for a long time in getting cars. I would like to know from the hon. Minister of Railways why it is that the freight car service is so bad.

Mr. GRAHAM. We labour under a difficulty on the Intercolonial that the larger railways do not. When the pulpwood season begins, our cars go to the United States. At the present time we have many cars across the line which we are trying to get back. The United States railway companies pay us 25 cents or 35 cents a day for each of these cars. We have several chasers after them now. The larger railways can keep even, because they bring back as many American cars as they have on the other side. Few American cars come to us. There has been a much larger traffic this year than we anticipated. While our usual re-

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newal equipment amounts to \$300,000, I am asking this year to make it \$400,000 and possibly a little more. We hope next year to be in a better position to supply the car shortage than we are this year.

Mr. PRICE. I am afraid that this is the old story that we have been hearing for several years. This is not the only year in which there has been a shortage of freight cars. The same thing has gone on for many years, and there has been a great deal of complaint about it. The Minister of Railways has a particularly charming way of telling us what will be done in the future, but that will not put us off. What I want to know is, why can we not get a better service of cars? I understand what he says about cars carrying pulpwood being diverted to the United States, but why are they not brought back? If we do business with the Canadian Pacific railway or the Grand Trunk railway, or any other line that does business on a business basis, we can get cars. But the Intercolonial is not being managed on a proper basis. When I say that I do not say it in a political sense. It was badly run under the Conservatives, and it is badly run under the Liberals. What we want is a proper business management of that railway. I will illustrate the matter by a reference to our own business. We have to keep up a lot of lighters and tugs which we would do away with if we could get the Intercolonial Railway to do the business. I am not talking of a few thousand dollars of business which the railway has lost in this way. Why is this matter not looked into? I cannot see why, under proper business management, we cannot get better served with cars. At times when we put in a demand for cars, say at Rimouski, and say we want four a day, one day we may get two and the next day eight, then two days will elapse without our getting any, and then we may get three. The result is that not only are we left without cars on certain days and have too few or too many on other days, but we have to keep men on in case we should get the number of cars we require. That makes business more costly and makes it almost impossible to run the business properly. The minister should see that the Intercolonial railway is run in such a way as to give the greatest convenience and help to business people.

Mr. GRAHAM. I do not agree with my hon. friend when he says the Intercolonial railway is not run in a business way. Of course he has the right to his own opinion, but my experience is that it is run as a business proposition just as much as the Grand Trunk railway or the Canadian Pacific railway. I leave it to my hon. friend himself. The Intercolonial railway is handicapped in this way. It has not an