

together with other works were closed down during the war. During current year work was resumed on the Welland and Trent Canals for the purpose of giving work to the unemployed civilians and returned soldiers in the districts affected.

5. The Government is not proposing to purchase the Edmonton, Dunvegan and British Columbia railway at the present time.

EXPRESS, PASSENGER AND FREIGHT RATES ON RAILWAYS.

Mr. REID (Mackenzie).

1. Are the rates (passenger, express and freight) on the Intercolonial railway under the control of the Board of Railway Commissioners?

2. If not, why not?

3. If so, on what date were they brought under control?

4. Are the local rates and through rates on freight the same as are charged on the C.P.R. on the prairie sections?

5. Are the express rates the same as are charged by the C.P.R. on the prairie sections?

6. Are the following figures as given by the Hon. T. A. Crerar in the House on October 20th correct, viz: That the rate charged on the C.P.R. for freight was 18 per cent higher than it was on the Intercolonial railway; and the average passenger rate was 24 per cent higher on the C.P.R. than it was on the Intercolonial railway?

7. What is the total mileage of the above railway?

Mr. DOHERTY:

1. Express rates are under control of the Board of Railway Commissioners. Freight and passenger rates in dispute have been referred to the Railway Commission. When all Government railways are consolidated with other systems, rates will be on the same basis.

2. See answer to No. 1.

3. Express—from date the Board of Railway Commissioners was constituted, which was in 1904, and for passenger and freight—See answer to No. 1.

4. No.

5. No.

6. For year ending June 30, 1918, the average earnings per ton per mile, and per passenger, per mile were, approximately 18 and 24 per cent respectively higher on the Canadian Pacific railway than on the Intercolonial.

7. The mileage of the Intercolonial railway is 1,527.76 miles.

QUEBEC AND SAGUENAY RAILWAY.

* Mr. CASGRAIN:

1. Does the Government intend to discontinue the service of the trains of the Quebec and Saguenay railway between Quebec and Murray Bay?

2. If so, why?

3. Is it the intention of the Government to operate trains between Quebec and Murray Bay only twice or three times a week?

4. If so, why?

Mr. DOHERTY:

1. No.

2. Answered by No. 1.

3. The matter is under consideration by the management.

4. Answered by No. 3.

PAYMENT TO PATHESCOPE COMPANY.

* Mr. MURPHY:

1. Referring to a return presented to the House on the 5th instant containing the terms of an agreement made with the Pathescope Company, and to the statement therein that \$5,000 had been expended by the Department of Public Information in connection with the moving picture business over and above the amount paid to the Pathescope Company:—What are the details of the said payment of \$5,000?

2. To whom was the said payment made, and on what date?

3. Out of what fund was the said amount taken, and upon what authority?

Hon. Mr. CALDER:

1. The actual amount expended by the Department of Public Information over and above sums paid the Pathescope Company was \$1,385.39. This amount was in payment of the production of a picture entitled "The Call of Freedom."

2. The Specialty Film Import Limited, Montreal, on January 29, 1919.

3. Out of the appropriations set apart for the Department of Public Information and upon the authority of the Order in Council constituting that department.

EXPORT OF COAL INTO CANADA.

Mr. KENNEDY, M.P.:

1. Have the Government any information as to the possibility and probability of a stoppage in the immediate future of the export of coal from the United States into Canada?

2. If so, what measures have the Government taken to arrange for a supply of the fuel necessary for Canada?

3. If the Government have taken no measures to ensure a supply of fuel, do they propose to do so, and how soon?

Mr. DOHERTY:

1. At present Canada is on the non-embargo list and is being treated without discrimination on the part of the United States Government.

2. The Government is taking such steps as are possible to preserve our proportionate supply from the United States, and the mines in the Dominion are relied upon for domestic supply in so far as there may be any