

SUPPLY—RAILWAYS AND CANALS—*Con.*

Barker, Sam. (Hamilton, East)—*Con.*

has that been accomplished?—1999. They were spending millions in buying new rolling stock on capital account—2000. Emmerson promised us an explanation of this—2038.

Blain, R. (Peel)—1996.

Emmerson did not state at what points the new rails are to be laid down during the coming summer on the I.C.R.—1996. How does the quality of steel rails made in Canada compare with those imported—2038.

Boyce, A. C. (Algoma)—1995.

What contracts for rails have been closed during the past year with the Lake Superior Corporation?—1995. Could Emmerson state what amounts have been paid for these rails, or if they have yet determined the actual cost of them?—1996.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—1988.

It is estimated that this \$380,000 will provide for the laying of 200 more miles of the I.C.R. with heavier rails—1988. If the old rails were entirely worn out, it would perhaps be properly charged to capital account—1989. I think, according to quotations which I have seen recently, they are practically the same—1990. My information is that that was the rule, as applied to the I.C.R.—1991. I have followed the precedent established at that time so far as I am concerned—1992. I am not afraid of the items appearing in the revenue charge if it is proper to place them there—1993. I certainly agree with Foster that we should make honest estimates—1994. I know the last was the 15th November. I am quite positive also that the first was the 1st October, but I speak subject to correction—1996. I have no desire to rush the items through—1997. I court the fullest criticism of the management of the I.C.R., so long as that criticism is based upon facts—1998. Barker has said that the conditions of the I.C.R. in this respect are much better to-day than they were on a previous occasion—1999. It will be too late to revise it as regards this item, but Barker will get the benefit of it—2038.

Foster, Hon. Geo. E. (North Toronto)—1989.

If Emmerson went into the market for 67-pound rails, what would he pay per ton?—1989. What would be the proportion of mileage which the two classes of rails would lay?—1990. The statement made by Osler was a very strong and very clear statement—1992. Emmerson has been frank and, so far as he has stated his position, it is satisfactory—1993. I want Emmerson to understand that this is a matter which I think is vital—1994. If that be true, it is absolutely wrong—I am not going to say dishonest—to take capital to fill that gap—1995. I would ask Emmerson to allow the item to stand until he will be kind enough to give us the information—1997.

SUPPLY—RAILWAYS AND CANALS—*Con.*

Johnston, Alex (Cape Breton)—2001.

We will take issue with our friend opposite on this question, as we have on every other question in connection with the I.C.R.—2001. Is there one among them prepared to deny the fact that the I.C.R. to-day is a credit to the people of this country?—2002. It remained to the present government to raise the standard of the railway travel in this country—2003. How many increases in wages were there before that?—2004.

Ingram, A. B. (East Elgin)—1990.

Do we understand that Emmerson has a big stock of these rails on hand?—1990. I disagree entirely with the statement of Emmerson's—1997. I, for one, will hold up both hands for Emmerson if he carries out that policy—1998.

McLean, A. A. (Queen's, P.E.I.)—2003.

I ask whether that is political influence or not? I ask whether that is freedom or not?—2003. But when did they raise the salaries of the officials? Immediately before the election—2004.

Osler, E. B. (West Toronto)—1988.

This is only the difference between the cost of the new rails and the value of the old rails as taken up—1988. The only amount that ought to be charged to capital account in this connection is for the increased weight of the new rail—1990. I have great reluctance in mixing up with the discussions here knowledge which may be said to come to me personally—1991. It ought to be charged to revenue and not capital—1995.

Strengthening bridges, \$150,000—9384.

Ames, H. B. (St. Antoine, Montreal)—9385.

Asks concerning the disposal of old bridges and rails—9385.

Barker, Sam. (Hamilton, East)—9386.

Compares statements made on this matter. Quotes previous debates—9386. No use going further into it; are about as far back as when we started years ago—9387. Should have a definite statement of what is required to complete—9388. The \$1,759,000 was to do it all; now he tells us he will require \$683,000—9389.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—9384.

The total estimated cost is \$1,828,011—9384. Do not put heavy locomotives on section where the bridges are not strengthened—9385. These include only the rails we have fit for use—9386. Gives statistics of the cost—9387. His statement last year referred to particular bridges—9388. There is only \$69,000 difference—9389.

Haggart, Hon. John G. (South Lanark)—9384.

Were told \$800,000 would cover the whole scheme, now it runs up to \$1,800,000—9384. This is necessitated by the increas-