

SUPPLY—RAILWAYS AND CANALS—*Con.*

*Fielding, Hon. Wm. S.* (Minister of Finance)—*Con.*

increase of the C.P.R. capital—9575-6-7. Osler in trying to defend a hopeless position has got into a further difficulty—9518. Does he remember the public money invested in the C.P.R. capital on which there is no dividend?—9519.

*Ingram, A. B.* (East Elgin)—9519.

Asks if the quality of the engines to be bought will be the same as that of those bought last year—9519.

*Johnston, A.* (Cape Breton)—9512.

I am not concerned about the boat but about traffic on the canal—9512. He says traffic is not paid for on the I.C.R. I want what is paid for the traffic on the canal—9513.

*Macdonald, E. M.* (Pictou)—9509.

What does Barker think should be done?—9509. Tupper was willing the I.C.R. should be build and operated as a government road—9510. The people who receive the advantage of the low rates live in Ontario and Quebec—9511. We expect fair and reasonable management, in view of the fact that it was a pledge of confederation—9512.

*Osler, E. B.* (East Toronto)—9502.

Prejudice against Sunday trains very inconvenient—9502. He is running too many trains, and too few cars on each train—9514. If we never expect it to pay then the cost should go against the revenue of the country—9517. No railway operated as a business proposition will charge to capital money expected to be unremunerative—9518. That is not the point—9519.

*Sinclair, J. H.* (Guysborough)—9513.

Asks Barker if he is aware they have voted \$1,500,000 for the maintenance of the canals—9513.

To increase accommodation at Sydney, \$81,500—1912.

*Emmerson, Hon. H. R.* (Minister of Railways and Canals)—1912.

This was the old balance due on the station building under construction there and other improvements—1912.

*Taylor, George* (Leeds)—1912.

Emmerson will please make an explanation of each item as it comes up—1912.

*Reid, J. D.* (Grenville)—1912.

Is this being built by contract, and who are the contractors?—1912.

Additional sidings along the line, \$26,100—6431.

*Emmerson, Hon. H. R.* (Minister of Railways and Canals)—6431.

The total of the items is about \$26,100; they are not renewals, they are additions—6431-2.

SUPPLY—RAILWAYS AND CANALS—*Con.*

*Foster, Hon. Geo. E.* (North Toronto)—6432.

Are any of these renewals of sidings?—6432.

Additional sidings and spur lines, \$135,800—1970.

*Barker, Sam.* (Hamilton, East)—1970.

I would ask Emmerson with regard to this item and all similar items to give us as minute details as possible—1970. We want to know exactly what is wanted for these sidings, how many feet the extension of each is and all about them—1971. So the Auditor General will be governed accordingly—1972. Here are the whole estimates amounting to \$2,676,000, given in about three quarters of a page—1973. Emmerson has about forty-five items running from \$500 to \$18,000—1974. Emmerson will expend in a discussion of this kind more money than would build one of these short sidings—1975.

*Emmerson, Hon. H. R.* (Minister of Railways and Canals)—1970.

Gives details of the amount—1970. I am endeavouring to give that information. It is a mere matter of the extension of a siding—1971. In the supplementary estimates there were more particulars given in reference to these sidings than had been given—1972. I had in view the idea of saving a little of the time of the committee in preparing the estimates in this way—1973. I will furnish that information afterwards in connection with some supplementary estimates—1976.

*Ingram, A. B.* (East Elgin)—1974.

I would like to say that Emmerson has given us a number of sidings that he is asking \$59,500 to construct—1974. I think I can figure out exactly how these items have come to be placed in Emmerson's estimates—1975. There is not a railway company in America that would make a proposition of that kind to its directors without giving the particulars—1976.

Diversion of a public road to eliminate a crossing at rail-level between St. Cyrille and Drummondville, \$500—1969.

*Emmerson, Hon. H. R.* (Minister of Railways and Canals)—1969.

The work is done under arrangements entered into with the municipality to change the roadway. It is a saving to the railway—1969-70.

Diversion of line at Mitchell, \$15,000—1940.

*Emmerson, Hon. H. R.* (Minister of Railways and Canals)—1940.

Both the curve at Mitchell and the curve at St. Leonard junction are near bridges—1940. We are asking \$60,000 to correct the curvature at Birch Cove, the approach to the city of Halifax—1941. Because of that you would not condemn the I.C.R.—1942. The G.T.R. may have failed to carry out its obligation in later years. That would not be a condemnation of the contract—1945. 'Wilfully and with malice aforethought'—1946.