

## INTERCOLONIAL RAILWAY.

Stationery and printing, Intercolonial Railway, for the year ending 30th June, 1891.....	\$ 50,089 17
Advertising, Intercolonial Railway, 1891.....	17,956 16
Total.....	\$ 68,045 33

## GRAND TRUNK RAILWAY.

Stationery and printing, Grand Trunk Railway.....	\$127,817 47
Advertising.....	18,438 57
Total.....	\$146,256 04

Mr. MILLS (Bothwell). Could the hon. gentleman say how many miles of Grand Trunk Railway?

Mr. HAGGART. I do not know, but I gave the number of the Intercolonial Railway. I may state further, Mr. Chairman, that I intend immediately after the session is over to take a trip over the Intercolonial Railway, and if any other expenditure or any other decrease can be made, while at the same time maintaining the efficiency of the road and the accommodation which the people of the Maritime Provinces are justly entitled to, if decreases can be made in the expenditure, for train service or the operation of the road, I intend to make them, besides those which I have mentioned already. But I intend to do nothing which will impair in any way the efficiency of the accommodation which the people of the Maritime Provinces claim, and which I think they are justly entitled to claim by the terms of Confederation.

Mr. MILLS (Bothwell). Will the Minister, before he sits down, say how many of the 4,181 employes are engaged in workshops, and how many in the actual work or operation of the road?

Mr. HAGGART. My officer cannot tell at present.

Mr. FRASER. Could the Minister tell what proportion of these employes are employed in each province? He has given the mileage in each of the provinces, and I ask him can he give us the number of employes in each?

Mr. HAGGART. Not just now.

Sir RICHARD CARTWRIGHT. I did not observe that the Minister said anything on the question of freight rates, as to whether he proposed to alter these?

Mr. HAGGART. I cannot say to what extent, if any, they may be altered. All I can say is that at present a great deal of the freight carried by the road is carried at non-paying rates.

Mr. McMULLEN. I desire to say a few words in reply to the statement the Minister of Railways has presented to the House. I am sure that we are all very pleased to learn that it is his intention to apply the pruning-knife, and I only regret that it has not been applied long ago. The country has been losing a very large sum annually in connection with the Intercolonial Railway, and I was pleased to hear the Minister admit that it was carrying local freight at a very much less rate than it should carry it at, as compared with the charges of other lines. I well remember that last year, or the year before, when we charged hon. gentlemen opposite with utilizing the Intercolonial Railway for the purpose of serving the interests of certain

parties in the Maritime Provinces, it was declared that the rates which were then charged were in proportion to the rates on the Canadian Pacific Railway and the Grand Trunk Railway. The hon. Minister has presented to the House a comparative statement for printing and advertising on the Intercolonial Railway and the Grand Trunk Railway. I think I will be able to show the House, from figures that I have compiled from reports of the Grand Trunk Railway, that the statement of the hon. gentleman will not bear investigation. If he will take the report that was published by the Grand Trunk Railway themselves—

Mr. HAGGART. The figures I gave were furnished to-day from Mr. Seargeant to my deputy.

Mr. McMULLEN. I can say this, that I have been furnished, also, from Mr. Seargeant the half-yearly report of the Grand Trunk Railway, and from the figures gleaned from the report, as well as the figures gleaned from the latest Railway Statistics which is to be found in the Library, and can easily be obtained by any member in this House, I think I shall be able to show that the hon. gentleman's statement with regard to printing and advertising is incorrect. In the first place, Mr. Chairman, I think it is well that we should make an investigation as to the comparative expenditure of the three important lines in this country. It is as follows:—

	Grand Trunk Railway.	Canadian Pacific Railway.	Government Railway.
	Miles.	Miles.	Miles.
No. of miles operated.....	3,122	5,085	1,181
	\$	\$	\$
Cost of maintenance.....	2,506,371	2,006,237	1,148,094
do per mile of line.....	802	394.59	972
Working expenses of engines.....	4,372,979	3,314,817	1,226,438
do per mile of line...	1,401	652	1,038
do & repair of cars...	1,328,134	542,822	521,823
do per mile of line...	425	102	460
General operating expenses.....	4,634,160	3,531,287	875,175
do per mile of line...	1,484	704	741
Total expenses per mile of line.....	4,113	1,853	3,211

In regard to advertising and printing the hon. Minister of Railways said that the Grand Trunk had expended \$146,000 last year under this head. If he will take the last two half-yearly returns of the Grand Trunk, he will find that the gross amount expended for printing and advertising by the Grand Trunk in the year was \$122,810. The gross amount expended by the Canadian Pacific Railway is not given, because it is included in other items from which it cannot be extracted. The expenditure for the same items on the Intercolonial Railway during the same time is shown by the Auditor General's Report to be \$121,339.10 or \$136.50 per mile against only \$31.00 per mile by the Grand Trunk.

Mr. HAGGART. All I can say is that my officer says that he took from the Auditor General's Report the amount I read to the House; and the total amount stated by the hon. gentleman is not