

SUPPLY—RAILWAYS AND CANALS—*Con.*

Emmerson, Hon. H. R. (Minister of Railways and Canals)—6428.

It was found necessary to have new machinery in the locomotive and car shops at Moncton for repairs—6428. Ingram will see the reason why these were not provided for in the original estimates—6429.

Foster, Hon. Geo. E. (North Toronto)—6428.

What is the explanation of this?—6428.

Ingram, A. B. (East Elgin)—6428.

Last year Emmerson gave practically the same explanation—6428. I thought all this was provided for last year—6429.

Original construction, \$2,000—1912.

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

We got \$2,000 last year for that purpose, but I believe we expended up to 1st January last only about \$14—1912.

Portion of interest on cost of double track between St. Lambert and Belœil, \$2,000—2183.

Borden, R. L. (Carleton, Ont.)—2183.

I find that the government claim they have made a great many payments which they should not have made—2183. It is very much easier to investigate them beforehand than after they have been paid—2184.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—2183.

*This is in accordance with the agreement which we have with the G.T.R.—2183.

Rolling stock, \$698,500—1986, 2007.

Barker, Sam. (Hamilton, East)—2037.

The return just read carries out what I said last night, namely, that Emmerson is getting back to good lines—2037. I gave Emmerson credit yesterday of trying to get back to the good days of the Conservative government—2038.

To increase accommodation at Amherst Junction, \$28,000—1983.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—1983.

This is in connection with the Amherst station and yard—1983. The traffic earnings of the I.C.R. at that point, I think, last year were upwards of \$280,000—1984. From boards of trade and town councils and members of parliament—1985. Gives tabulated statistics—2037.

Foster, Hon. Geo. E. (North Toronto)—1983.

But some work has been done and some money expended?—1988. Amherst is a busy little town there is no doubt about it and it is growing—1984. The trouble of the whole matter is that the money seems to come very easily—1985.

SUPPLY—RAILWAYS AND CANALS—*Con.*

Ingram, A. B. (East Elgin)—1987.

The rolling stock that was not in a proper state of repair on the 30th of June last, and on the first of January last—1987.

Osler, E. B. (West Toronto)—1986.

I would ask Emmerson to allow this item to stand until he gives the House the information I asked for—1986. We cannot discuss that item without that information—1987. Emmerson promised certain returns of figures before this item was taken up—2037.

Semaphores at stations, \$1,000—1986.

Barker, Sam. (Hamilton, East)—1986.

Emmerson is seriously asking parliament to grant him 60 cents a mile on the I.C.R. for semaphores—1986.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—1986.

These are semaphores at stations where they have never had them before—1986.

Foster, Hon. Geo. E. (North Toronto)—1986.

Supposing there were a ton of axle grease required on the railroad—1986.

Paterson, Hon. William (Minister of Customs)—1986.

A distinction between a new semaphore erected for a new station and a semaphore erected to replace a new one—1986.

Station at St. Moise, \$2,300—1976.

Barker, Sam. (Hamilton, East)—1976.

When there are several items for one place, as at St. Moise, they should be all placed together—1976.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—1976.

I do not know the exact population, but I know that this station serves a very large back country—1976. I do not want to be charged with drawing on my imagination when I have given the facts—1977.

Ingram, A. B. (East Elgin)—1976.

I think this is another case in which Emmerson is drawing on his imagination—1976. That is \$5,800 at this very important place as Emmerson says, drawing on his imagination—1977.

Steel rails and fastenings, \$350,000—1988, 2038.

Barker, Sam. (Hamilton, East)—1988.

That includes the fastenings without labour 1988. If Emmerson was taking up a 66 pound rail and replacing it with a new 66 lb. rail how would he charge it?—1989. He charged to revenue even the increased weight of the rail, which he was not obliged to do—1991. Blair changed his system and began to save his revenue by charging expenditure up to the debt of the country—1992. I admit that; but under what pressure from this side of the House