

SUPPLY—RAILWAYS AND CANALS—*Con.*

Ingram, A. B. (East Elgin)—*Con.*

I put the case of shippers over any other line of railway being discriminated against—2241. Is it not a fact that the government railways have car oilers who are paid by the government?—2248. There are certain classes of the public who would prefer to patronize the lunch counters—2255. There is a certain rate for the employees and that is required to be lower than the rate for the travelling public—2256. Are the I.C.R. sleeping and parlour cars run on other lines?—2259.

Kemp, A. E. (East Toronto)—2204.

Could Emmerson tell us if he has the information I asked him for—2204. Would Emmerson have them within a week?—2204. Do I understand Emmerson to say that such a firm as W. H. Thorne & Co. would not have an opportunity to tender?—2251. I understand that there is a tremendous number of applications for free transportation over the I.C.R. and that passes are given to those who are not entitled to them. Have any new rules been laid down?—2257-8.

Lennox, H. (South Simcoe)—2249.

We all know that any contractor will get as high a price as he can, and it is for the government to see that they only pay a reasonable price—2249.

McLean, A. A. (Queen's, P.E.I.)—2255.

Are these dining rooms regulated? Who regulates the prices that are charged at Truro for instance?—2255.

Stockton, A. A. (St. John City and County)—2222.

I would like to ask Emmerson what was the objective point of the freight and the kind of freight so divested—2222. Then without any evidence as to how the falling off occurred or why Emmerson dismissed Mr. White—2223. Because there was a falling off, he assumed that it had been diverted, at the instance of this official—2224. I say that a man who has been in the employ of a company for twenty years or fifty years is entitled at least to justice—2225.

Taylor, George (Leeds)—2242.

The traffic manager enters into a combine with the other railways that rates shall be the same—2242. There is no competition, and yet Emmerson gets up and tells us that the rates on the I.C.R. are lower than any other on any other road—2243. Would the Grand Trunk Railway manage their business in this way?—2244. I am in favour of a government owned railway run as a business concern and not as a political machine—2245. Would he not see that a tender of 75 cents at Charlottetown was altogether too high?—2249.

White, Hon. Peter (North Renfrew)—2214.

I would like to say one or two words with regard to I.C.R. expenditure—2214. We have upwards of \$2,500,000 taken out of the public treasury in connection with that

SUPPLY—RAILWAYS AND CANALS—*Con.*

White, Hon. Peter (North Renfrew)—*Con.*

railway—2215. If the railway itself were put into the hands of a competent manager we would have fewer deficits and fewer complaints—2217. I am debating it as I consider it from the national standpoint—2218.

I.C.R.—rolling stock, \$850,000—9482, 9501.

Bennett, W. H. (East Simcoe)—9482.

Asks that the item stand—9482.

Borden, R. L. (Carleton, Ont.)—9520.

The case of a man guilty of embezzlement, and recently appointed to the I.C.R.—9520. What is the condition of the connection of Amherst with the I.C.R.—9521.

Barker, Sam. (Hamilton, East)—9501.

Asks an explanation—9501. The minister leaves it conveniently to the last moment, and then asks parliament for the vote—9506. Speaking of the difficulty in working last winter he said he wanted 75 more locomotives—9507. The whole question: if the minister tries to make the road pay, he would be competing with the G.T. and C.P.R.—9508. Is it any wonder that the operation is going to the dogs? He has got to stop this sort of thing—9509. Deducts \$223,000 in two years from working expenses for use of cars bought on capital—9510. This is in excess of what is paid by the government for cars of other companies—9511. The country paid \$70,000,000 and never had any interest—9512. We never expected either the I.C.R. or the canals to earn interest on their cost—9513. What we want is how much it will cost, what he has spent, and will spend—9516.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—9501.

Gives items of proposed expenditure—9501. Would like an appropriation to secure 25 locomotives; complaints from the Lord's Day Alliance—9502. Statistical comparison of earnings—I.C.R. and other railways—9503. More engines on the average per mile—9504. Obligated to decline business because of the shortage of box cars—9505. If it is possible to do without locomotives and provide box cars, he will—9506. Wanted the twenty-five locomotives on hand, and fifty in addition—9507. Are running to accommodate the people—9508. Has not the figures—9509. The whole country pays the interest; we operate the canals for nothing—9512. A few minutes with Osler, who seems to know everything, would do—9514. Since the C.P.R. was built—9518. Cost of freight and passenger engines; lumber rushed to Halifax—9519. Would be very much surprised if any such appointment were made—9521.

Fielding, Hon. Wm. S. (Minister of Finance)—9514.

Osler laid down the principle that the I.C.R. capital account should have been closed—9514. The reasons and condition for an