

get more cars. How has the surplus on the Intercolonial railway been created in a large measure? It has been created by withholding the necessary expenditure for the repairs of rolling stock of every class and character, by not repairing cars which daily become disabled on the railway, and by not repairing old locomotives or building new ones. I have said that there are miles of cars within sight of the workshops of Moncton that are not being repaired, that are rusting, and that are simply occupying space, without being of any use whatever. There is not a man on the Intercolonial railway who would not have to admit that, but many of them dare not. And with this condition of things in respect to the rolling stock, shippers of hay and potatoes and other commodities are not able to get the facilities to enable them to market their products. All over Canada there are complaints about this, and yet no remedy is provided. And why? Because the managing board are instructed to have a surplus, because the managing board want to show to their individual credit a balance on the right side to the detriment of the business interests of the country, and in my judgment to the detriment of the Intercolonial railway itself. We spent large sums of money on the workshops at Moncton and we made provision for the construction of new locomotives, but, for the last four years, not a blow has been struck in connection with the construction of locomotives, even those that should be constructed out of current revenue. The minister will find that there are some seventeen or eighteen fewer locomotives on the Intercolonial railway to-day than he had a year ago. They are not replenishing their motive power, and the great cry is that even if they have cars they have not motive power to move them. The passenger train engines are obliged to haul freight on Sundays, doing violence to the conscience of the Lord's Day Alliance people and, at the same time, doing injustice to the motive power of the railway. Locomotives require rest just as individuals do. Railway experts will tell the minister that it is poor economy, indeed it is false economy, to utilize the locomotives day in and day out without giving them a period of inoperation. Within the last year I have known a whole train of cars to lie loaded at a station, unable to be moved by reason of the fact that there was not motive power. If my hon. friend glories in his surplus this year, and anticipates a surplus next year, he should tell us how he intends to realize his anticipations. He should be able to tell the House whether he would have a surplus or not if he expended the money he should expend in connection with the repairs of his disabled rolling stock. I am not

Mr. EMMERSON.

speaking extravagantly and I have no desire to do so. It may be said that I am in some way reflecting upon the administration of the railway during the last three or four years, or since the managing board was established, but I think my hon. friend (Mr. Graham) can stand the criticism.

Mr. GRAHAM. Oh, certainly.

Mr. EMMERSON. I am speaking of the conditions which prevail and I am dealing with these conditions regardless of where the chips may fall. The point is that if there is to be a continuance of that method of managing the road and of rolling up a surplus at whatever cost, then there will be a continuance of the very disastrous results which are quite apparent to-day. I think there were sixteen pits constructed in connection with the repairs of locomotives at Moncton, and when the shops were built it was the declared policy of the department that all repairs could be made there more economically because of the added facilities for doing so, and that in addition to making repairs there would be constructed in the shops at Moncton all new locomotives that were to be built out of current revenue account.

It was also proposed that all new cars of whatever class or description that had to be constructed to replace those that had gone out of use, by long usage or by accident, should be built in those shops and should be paid for out of revenue account. Provision was made for doing this. What would have been the justification of making the expenditures on these large works and this improved machinery if we were not to utilize them? They have been idle too long, and to-day they are idle. My hon. friend, I have no doubt, will get reports to the effect that there are no more cars than usual. If he looks at his returns, he will find that he has 462 cars less of a certain class out of commission to-day, gone out of commission apparently within a year, which should have been repaired as they were shown to be worn out or disabled. But they are projected forward in the future as so many box cars to be replaced. Everything is to be done in the future; nothing is being done now; and if this method of procedure is to be continued, it can only bring disaster to the Intercolonial railway. I sometimes have a suspicion that those who are responsible for the conditions which prevail—and I hold the board of management responsible—are in some way desirous of discrediting the Intercolonial railway in the eyes of the people of Canada, in order that it may be the more easily transferred and alienated by the government of Canada to the railway corporations for their