

present government came into power, the Intercolonial was held up as a standard of the highest excellence, and the argument used was that the Drummond County road, with a comparatively small expenditure, could be brought up to the standard of the Intercolonial.

Mr. LOGAN. That is the standard of the roadbed.

Mr. R. L. BORDEN. It is of that I was speaking. Improvements undoubtedly have been made in the car service, and we on this side have supported the government in making those improvements.

Mr. KENDALL. I would like to point out the fact that the Intercolonial is seriously discriminated against in the purchase of its coal. The Canadian Pacific Railway and the Grand Trunk Railway purchase their coal delivered in Montreal cheaper than the Intercolonial can purchase its coal in Sydney, Pictou and Cumberland. The local consumers in eastern Canada are likewise discriminated against. There is certainly a remedy which could be applied. If certain large and valuable coal areas were taken hold of and worked by the government, we could get coal as cheap as other railways and the eastern consuming population would get it at a price probably 50 cents per ton cheaper than now.

Mr. LOGAN. I cannot allow the statement of my hon. friend to go unchallenged. On certain occasions I have had the opportunity of going very carefully into the coal sales of the different large coal corporations in Nova Scotia, and I can prove that the average price charged the Intercolonial is less than the price charged private consumers in the maritime provinces or anywhere else. The coal companies of Nova Scotia have been able to increase the rate paid the miners of that province the last few years by over twenty per cent, and they cannot be expected to sell coal as cheaply as in days gone by. If they were to lower their prices, they would have also to lower the wages of the men. My hon. friend says that coal is sold cheaper at Montreal to the Canadian Pacific Railway and Grand Trunk Railway than to the Intercolonial in Cape Breton. That is easily explained. Everybody knows that there are certain competitive points at which coal, as well as other commodities, has necessarily to be sold cheaper than elsewhere. Montreal is a competitive point for the American coal mines, and the mines of the maritime provinces, and that is the only reason why coal is sold there at an exceedingly low rate, but it does not follow that the government should go outside of Canada to buy coal from foreign companies. Even if we do pay a few cents more per ton on the Intercolonial, we are buying from our own

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coal mines which are worked by our own workmen.

Mr. SAM. HUGHES. Could the hon. member give the House the increase in pay to the miners in Cape Breton compared with what is paid in Pennsylvania? I understand that in Pennsylvania the miners are paid some twenty-five or thirty per cent more than the miners in Cape Breton.

Mr. DEPUTY SPEAKER. This is out of order.

Mr. LOGAN. No doubt it is, but as a representative of a coal mining constituency, I could not allow the remarks of my hon. friend to pass unchallenged. I may tell the hon. member for Victoria (Mr. Sam. Hughes) that the wages paid our Canadian miners are higher than those paid the miners of the United States.

Intercolonial Railway—To increase water supply, \$12,500.

Mr. R. L. BORDEN. Is that a general item?

Mr. EMMERSON. That is a general item. There are several points at which the supply is to be increased. This is to increase the water supply at St. Michel, Aston Junction, Springhill Junction, St. Fabien, Ste. Anne, Trois Pistoles, L'Islet, Drummondville, and it is also for the purpose of procuring a well-boring machine. The total asked for this year is \$12,500.

Mr. R. L. BORDEN. What is to be the total expenditure?

Mr. EMMERSON. Including the expenditure of last year, \$165,000.

Mr. ARMSTRONG. Has the well-boring machine been purchased, and is this to be a Canadian well-boring machine?

Mr. EMMERSON. We ask for tenders; I presume it will be a Canadian machine.

Mr. SAM. HUGHES. Did you advertise for tenders?

Mr. EMMERSON. We advertised for tenders.

Intercolonial Railway—Increased accommodation, Amqui, \$7,000.

Mr. LENNOX. Will the minister give an explanation of this?

Mr. EMMERSON. Last year \$5,000 was asked for a station at that point. \$3,000 was the estimated expenditure up to June 30th, 1904, and we now ask for a revote of \$2,000. We ask for a new vote in addition to that of \$5,000 to cover the moving of the old station and converting it into a freight shed, the enlarging of the shed and an additional siding. I might state that an amount of about \$3,000 will be required later to allow for the cost of the station, which will be greater than the estimated cost, and also