

SUPPLY—RAILWAYS AND CANALS—*Con.*

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

tention of the committee what I would say is a garbled statement—2231. Freight between Chicago and St. John must, under the traffic agreement, pay the same rate, whether by I.C.R. or C.P.R.—2232. I take the full responsibility in connection with the management of the I.C.R., and in the discussion of those estimates—2233. He did not give his service to the country, but to the company—2236. Generally speaking, the rates on the I.C.R. are lower than those on the C.P.R.—2237. If I understand that the object of the Railway Commission is to protect the patrons of the railways—2238. As to one road, the Railway Commission would not interfere except in case of discrimination—2239. It belongs to that association, and, so far as through rates are concerned, it is governed by it—2240. Then I withdraw my statement that the commission does not interfere with respect to the maximum rate—2241. I am still in hopes that I will be able to consider this matter, if not at the present session of parliament—2242. The I.C.R. carries that freight at a much lower rate per mile than any other railway, and thus keeps the rate down—2243. Who started that business?—2244. I never suspected that Taylor was humorous, but he seems to be qualifying for the distinction—2245. This freight comes from the Western States, and there may be half a dozen railroads participating in the rate—2246. That is to say, the cost of the lubricating oil is guaranteed not to exceed a certain sum per mile—2247. The contract guarantees them to be no higher than the rates charged to any other system in Canada—2248. I notice that the prices rule higher on the island than elsewhere—2249. These are square boxes used by the general manager and the officials to carry their papers when they go over the line—2250. I say unhesitatingly that the purchases made by the I.C.R. are made at very low prices—2251. The prices in these matters are regulated by the King's Printer—2252. The bulk of those are now furnished in New Glasgow, Nova Scotia, by W. P. McNeill & Company—2253. The Galena Oil Company is an American concern. I think the president is a Mr. Miller, away down in Pennsylvania—2254. As far as possible, the refreshment rooms have been abolished, although we find it necessary to have them at certain points—2255. The matter has never been the subject of inquiry by the management as to what they should charge for a sandwich and a cup of tea—2256. These are all official, there are none outside of officials—2257. The number of passes issued by the department is proportionately very small as compared with those issued by private corporations—2258. There is the Railway Commissioners' car; but, of course, that is not controlled by the department—2259. I said that the man who opposed the construction of another transcontinental line across the continent was not a good citizen—2260.

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Foster, Hon. Geo. E. (North Toronto)—2211.

I am not sure that I understood what Emmerson meant by the diversion of freight—2211. It was in the heat of the contest—2214. How does Emmerson arrange for the supply of oil? We find oil bought from different parties under various prices—2246. Are they bought at so much a mile too—2247. I understand that these figures are similar to those of the contracts made with the C.P.R. and G.T.R.—2248. There should not be that difference—2249. There are charges here for suit cases. Is the department in the suit case business?—2250. I would say that in these matters to which reference has been made there is absolutely no competition—2251. Take for instance, a charge here for the back page of the Quebec 'Telegram', \$323.50—2252. Links and pins seem to go in the same way to the United States manufacturing concerns—2253. With respect to parlour dining and sleeping cars—are these owned by the I.C.R.—2254. I am not finding fault with the convenience; I wanted as a matter of fact to know how they panned out—2255. But you have a supervision over them?—2256. Are all these officials of the road?—2257. This railroad is paid for by the country and one man has as good a right as another to travel free as a matter of grace—2258. Has that other Railway Commission a car?—2259. So that Emmerson's own party supporter must have been under the same hallucination as the 'Gleaner'—2260.

Hughes, Sam. (Victoria and Halliburton)—2210.

How long had the I.C.R. taken over this road at that time?—2210. Has the freight been secured under the new agent?—2211. Why can one man get the favour and the other cannot?—2228. From the statement of Emmerson himself, there is no evidence to show that Mr. White was unfit for the position he occupied—2235. Any man who gives twenty-three years of his life to the service of a company or the country is entitled to consideration—2236. Emmerson did not endorse the present policy of building—2260.

Ingram, A. B. (East Elgin)—2212.

Being only a poor station agent, his case was held to be not worthy of consideration—2212. I am finding fault with the government for dismissing this man in the manner they did—2213. I challenge Emmerson to find out any effective suggestion which he made for doing away with deficits—2219. Mr. White was paid the magnificent salary of \$65 a month on which to keep himself and family—2234. On a few complaints about Mr. White not getting sufficient freight at Fredericton he discharged him on fourteen days' notice—2235. On all other lines in Canada the Railway Commission has the right to interfere to prevent discrimination—2238. Except in cases of discrimination, where one man is charged more for the same service than another—2239. In addition to that other railway companies have their arrangement for competing points—2240.