

establishment, I have much pleasure in enquiring from the Government whether it would not be preferable to favour them with such remittances instead of distributing to them pamphlets containing the speeches delivered by hon. members in this House.

Mr. SPEAKER: As I understand it, the hon. member's question is one which in any case ought not to be put upon the Orders of the Day, because it involves a matter of policy.

SHORTAGE OF RAILWAY CARS.

On the Orders of the Day:

Hon. J. D. REID (Minister of Railways): With further reference to the shortage of cars on Canadian railways, I had the Canadian Railway War Board meet on Saturday and take the matter up. They have wired me as follows:

Referring further your telegram yesterday. Several reports which have reached you with respect to car shortage as referred to therein dealt with at meeting this board to-day. As to coal situation Canadian Pacific state full supply of cars at all mines on their line. Canadian National railways had excess supply of cars at mines they serve until twentieth ultimo when there was slight shortage which existed for few days only. Since that time no shortage reported. Average daily shipments commercial coal from Canadian National mines since November 1st seven thousand tons and at same rate of shipment for balance of month, total shipments during November will be double those of corresponding month last year. Would point out that despite warnings issued repeatedly by Government and this board coal shipments early part of season were greatly under amount shipped last year with result that total shipments from April 1st last to present time are only fifty per cent of quantity shipped during same period last year. This apparently due to failure of dealers to place orders and to short hours worked at mines account labour troubles. Total tonnage commercial coal shipped from western mines April 1st to August 31st, 1919, was 332,977 tons as compared with 1,703,792 tons same period 1918. Since September 1st this year shipments total 544,495 tons as against 534,200 tons same period last year. As to stock car situation, improved delivery of empty cars from American roads within past few days has greatly improved condition and with continued prompt return of Canadian equipment sent to St. Paul and Chicago railways will be enabled to handle heavy live stock traffic. Administrative sub-committee of this board at Winnipeg has been directed to confer at once with Mr. Stewart of Wheat Board with view to determining what is actual reason for movement of wheat being less than desired by Wheat Board and to take what action may be necessary in so far as railways are responsible to meet situation. Regret board has no information available as to stocks of commercial coal stored in various parts of country, but understand fuel controller assembling this date with respect to movement coal from Canadian mines as mentioned in later portion your message. Assume this has particular reference

[Mr. Fafard.]

to movement from Nova Scotia to Ontario. In absence of definite information as to what additional requirements may be placed on railways in this connection either as to territory or volume to be handled, it is difficult to give specific report. Railways are prepared however to move coal from Maritime Provinces to interior to capacity of equipment made available by release of cars to seaboard with export freight.

I might say, in reference to the last part of that telegram, that I asked the Canadian Railway War Board what the situation be in case we had to bring coal from the Maritime or the western Provinces to the interior provinces of Ontario and Quebec, and that is why they mention the question of bringing coal from Nova Scotia or the West in case there was a shortage in the interior provinces.

Mr. SHAW: Has the Minister of Railways had any more complaints regarding the Canadian National railways in the west refusing to give cars to parties wishing to ship hay to Canadian Pacific points, and if so, what is being done to remedy the situation?

Mr. J. D. REID: I have not received any more complaints; but when the hon. member brought this matter to my attention, I sent telegrams to the Canadian National railways and the Canadian Railway War Board. I shall likely receive replies during the day, and I will at once communicate them to the hon. member.

WAYS AND MEANS—THE SUPPLY BILL.

On motion of Hon. C. J. Doherty (Minister of Justice), the House went into Committee of Ways and Means, Mr. Steele in the Chair.

Mr. C. J. DOHERTY moved:

Resolved,—that towards making good the supply granted to His Majesty, on account of certain expenses of the Public Service for the financial year ending 31st March, 1920, the sum of \$62,916,039.42 be granted out of the Consolidated Revenue Fund of Canada.

This is the usual resolution in order to bring into effect the Estimates which have already been passed.

Mr. McKENZIE: I take it that the usual Supply Bill will be submitted to Parliament.

Mr. DOHERTY: It is necessary to pass this resolution first, and then a Supply Bill based on this resolution will be introduced.

Motion agreed to.

Resolution reported and concurred in.