

miles, and that the charge from Point Lévis to Halifax is about \$14, and from Halifax to St. John about \$6, and the average amount paid by passengers is only 75 cents, it does not look as if many of them took the through trip. It simply goes to show that these passengers travel short distances of ten or fifteen or twenty miles within their own provinces. The hon. gentleman's statement that the passenger traffic has enormously increased is not borne out as to passengers from the western to the eastern part of the Dominion. The hon. gentleman referred to the expenses of printing, and he talks about the expense per mile. I have not made it up in that way.

Mr. KENNY. I did not institute any comparison as to the expense per mile, but I referred to the statements of the hon. member for Bothwell (Mr. Mills) who said that the expenditure for printing on the Intercolonial Railway was eight or ten times greater than on any other railway in Canada.

Mr. BORDEN. The hon. member for North Wellington (Mr. McMullen) made a statement today in reference to the cost of printing, to which the Minister of Railways took exception, though not very positively.

Mr. HAGGART. Very positively.

Mr. BORDEN. I will show how that statement was made up. On the 6th of April the Minister of Railways stated to this House that the amount of stationery used by the Intercolonial Railway during the last year ending the 30th June, 1891, amounted to \$57,855.45. I find by consulting the Auditor General's Report that there was \$3,590.57 of stationery used here at the head office.

Mr. BOWELL. Was that exclusively for the railway?

Mr. BORDEN. I think so.

Mr. FOSTER. Railways and canals.

Mr. BORDEN. I thought it was railways because I found it in the index. Then I find the amount of \$17,756.16 for advertising, and \$47,327.38 for printing and lithographing, making a total of \$124,029.

Mr. HAGGART. That statement includes the printing and lithographing, amounting to \$45,427. The amount of stationery furnished to the Intercolonial Railway, according to a statement which I got from the Auditor General himself, when I sent an officer of my department over to him, is between \$5,000 and \$6,000.

Mr. BORDEN. What I want to get at is, what the item mentioned by the Minister on the 6th April referred to. Does it include the amounts mentioned by the hon. gentleman in his answer?

Mr. HAGGART. Yes, if you add these together and the \$5,000 besides, you will find exactly what the amount is.

Mr. BORDEN. It seems, in looking over the report and listening to the statement of the Minister of Railways that, as this railway has increased its mileage, the loss of operating it has increased; that as its mileage increases the quantity of freight carried over the road decreases and the cost of working the road increases. I desire to point out to the committee one portion of this Intercolonial Railway system which pays. I am sure it will be a relief to hon. members to be told of one section of the Intercolonial Railway which shows a profit.

That portion is known as the Windsor Branch, and it is the only portion of the Intercolonial Railway which is operated by a company. That portion is about 32 miles in length, and is operated by the Windsor and Annapolis Railway Company under a lease of twenty-one years which is nearly terminated, and that branch last year showed a profit of \$1,303.42, and this, mark you, after having made an expenditure in renewals of four miles of rail. In the last report of the Minister we find this:

"The way and works have been well maintained, a considerable sum having been expended in renewing 4 miles of rails (the new rails being 56-pound steel and the old ones iron rails of the same weight), and the replacing of seven spans of a wooden bridge over the Jordan River by seven spans of steel. The road is in efficient running condition."

Now, all these expenditures, the renewals of rails and the new steel bridge, are charged to current expenses, and notwithstanding that, this branch shows a profit of \$1,300, which, if it had not been necessary to provide for these expenditures, would no doubt, have amounted to at least \$10,000. In connection with that, I desire to refer to a statement made by the Minister of Railways this afternoon showing the earning power and cost per train mile of operating different railways throughout the country. The Intercolonial Railway, in this table that the hon. gentleman gave the House, shows a loss of a little over 13½ cents per train mile, whereas the Windsor and Annapolis Railway, a road which is operating the Windsor branch to which I have referred as showing a profit, shows a profit per train mile of nearly 50 cents. Now, I contend that so far as a large portion of the Intercolonial Railway is concerned, that portion between the city of St. John and the city of Halifax, and probably that portion extending to Pictou, and perhaps including the Eastern Extension, it ought to pay just as well as the Windsor and Annapolis Railway. I have not the number of miles of that portion of the railway, but it is something like one-half the total mileage of the Intercolonial Railway. That portion of the Intercolonial Railway between Halifax and St. John, and Halifax and Pictou, including the Eastern Extension, should pay as well as the Windsor and Annapolis system in the west, which is paying \$1.41½ per train mile, and as the cost of operating is 93 cents, there is a profit of 50 cents. Now, if that is the case, I think it should be an indication to the Government that there is something radically wrong in the management of this Intercolonial Railway. If, in the western part of Nova Scotia, a road of a hundred miles in length can be operated at an enormous profit (according to this table, it is one of the most profitable roads in this country), surely in the eastern part of Nova Scotia and in New Brunswick, a road with better opportunities for profitable traffic, should show equally good results. I believe that if the Intercolonial Railway between Halifax and St. John, and to Pictou, including the Eastern Extension, were managed as the Windsor and Annapolis Railway is managed, there would be an enormous profit. I go further, and I say if that road were managed in that way, there would be sufficient profit over that portion of the road to pay all the losses which must inevitably result, I admit, from operating that portion of the line between Moncton and Point Lévis, and the branches thereof.

Mr. HAZEN. Is there anything to show in the way the books are kept, that that portion of the