

SUPPLY—RAILWAYS AND CANALS—*Con.*

Barker, Sam. (Hamilton, East)—1956.

If anything the government should be more determined even than other companies to abolish, if possible the capital account—1957. His predecessor would have made a very vigorous effort to show a profit instead of this loss of over a million dollars—1958. We shall never know during the existence of this government, what that road is earning or losing—1959.

Crockett, O. S. (York, N.B.)—1948.

The station of the C.P.R. at Fredericton is not sufficient to meet the requirements—1948.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—1946.

Last year we voted \$210,000 and we have expended \$100,000 during the year, this \$110,000 is a revote—1946. Within two or three years we have furnished a third story. There is no elevator in the building—1947. I have not ascertained yet that there is any great necessity of the immediate construction of a new station at Fredericton—1948. A betterment of the railway is a fair charge against capital account—1949. It is very difficult to define the exact line between the two—1949. It is only 30 years really since the northern division was opened up to Rivière du Loup—1950. I am afraid you do not know much about it if you make that statement—1951. There may have been variations from time to time, but that is true under every administration of the I.C.R.—1952. The I.C.R. is surrounded by conditions which are peculiar to that railway and to its location—1953.

Foster, Hon. Geo. E. (North Toronto)—1946.

How much altogether do you propose to expend down there?—1946. I think that could be arranged without making any capital expenditure—1947. I would like a very short statement as to the line between capital expenditure and expenditure out of current revenue—1948. It will open up a way for a proper apprehension and subsequent criticism—1949. We have come to a point in reference to the I.C.R. and its management which I think is somewhat of a crisis—1954. The country has come to the point I think that it wishes to inquire into that system—1955. We find the vicious system that the Prime Minister spoke of, this miserable system of patronage—1956.

Haggart, Hon. John G. (South Lanark)—1950.

There should be no capital account on the I.C.R. from Montreal to Halifax—1950. When I was managing the concern such an expenditure as that at Moncton would be charged to ordinary revenue—1951. Do I understand Emmerson to say that in my regime it was so charged?—1952.

Henderson, David (Halton)—1959.

Many people are misled as to the actual results of the financial operations of any particular year—1959. I will hail with delight the time when a change will be made in the whole system—1960.

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Morin, J. B. (Dorchester)—1947.

Emmerson is quite right in what he says—1947. We have a sample in the Drummond County Road and another in the Canada Eastern—1948.

Osler, E. B. (West Toronto)—1947.

We are year by year increasing the debt of the country nominally by increasing the capital expenditure on the I.C.R.—1947. Let the country see and realize exactly what this railway is costing. I think we shall find that millions of dollars, properly chargeable to revenue account, have been charged to capital account—1954.

Improving grades on line, \$22,000—1987.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—1987.

This is to improve the grades on the line between Daveluyville and St. Wenceslas—1987.

Improvements at Campbellton, \$12,000—1968.

Barker, Sam. (Hamilton, East)—1969.

As a rule it is somebody who has had experience in that line. He may be a friend of the contractor if he is a local man—1969.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—1968.

Gives items of the vote—1968. We want a man who is a practical, skilled man, a man with knowledge of the actual work—1969.

Improvements at Drummondville, \$23,000—1960.

Barker, Sam. (Hamilton, East)—1965.

I said so in regard to the last four or five years—1965. Were they constructed on revenue account or on capital account?—1966.

Blain, R. (Peel)—1964.

I would like the benefit of his experience in the manufacture of locomotives and cars—1964. Were these locomotives built as cheaply as locomotives of the same kind and capacity can be purchased outside?—1965. Is it the intention of the government to commence the manufacturing of locomotives—1966.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—1960.

Gives items—1960-1. We have an old station that we have to abandon, but it will be used as a freight shed—1961. So much depreciation of property should be charged up against the profits—1962. Yes, because the other building is still in existence as part of a capital investment—1963. They are really a class of locomotives superior to any that have been purchased either in Canada or out of it—1964. More of that reconstruction work in the workshops at Moncton and else-