

5. What was the minimum charge for a small box or package of fresh fish from Mulgrave to Antigonish prior to October 10, 1911?

6. Referring to question No. 5 what is the minimum rate chargeable on a similar package now?

Mr. REID:

1. From Halifax and Mulgrave:
Per 100 lbs. Per ton.
To Montreal \$1.50 \$30
" Toronto 1.75 35

2. The rate per ton as follows: Halifax to Montreal, \$5.20; Halifax to Toronto, \$6.40; Mulgrave to Montreal, \$5.60; Mulgrave to Toronto, \$6.80.

3. The rate per ton as follows: Halifax to Montreal, \$7; Halifax to Toronto, \$9.20; Mulgrave to Montreal, \$7.60; Mulgrave to Toronto, \$9.80.

4. The foregoing figures show the comparative costs by express versus freight.

5. By freight, 25 cents.

6. By freight, 25 cents.

PRIVATE CAR DUFFERIN.

Mr. MICHAUD:

1. Has the Intercolonial railway had in operation on its line, designated as the observation car Dufferin, or a so-called Pullman car, of any description, named Dufferin? If so, where was it built, when purchased or constructed by that railway, what was its total cost, how long has it been in use on the line, in what portion thereof, and in connection with what service?

2. Is it now being converted into a private or official car? If so, for whom?

3. What is the estimated cost of dismantling and rebuilding it for the purpose of making it a private or official car, and of fitting, equipping and furnishing same?

4. Is it to be used when rebuilt as a private or official car for Mr. F. P. Gutelius, the general manager?

5. How many official or private cars has the Intercolonial railway now, what are their names or numbers, by what officials and others are they respectively used, and what is total cost of all said official cars?

Mr. REID:

1. Yes. Built by the Crossen Car Manufacturing Co., of Cobourg, Ont. Under contract dated May 13, 1905, at a cost of \$17,550. Car was spare parlour car in passenger service Intercolonial railway from January, 1906, to January, 1914.

2. Yes. Official car for general officers to replace official car No. 75 destroyed by fire, 1906; cost \$15,000.

3. \$2,000.

4. Yes, but not for his exclusive use.

5. The Intercolonial railway has four official cars, numbered 28, 34, 35 and 37 respectively. No. 28 purchased from the Grand Trunk railway in 1896, total cost \$4,500, assigned to general officers; No. 34 rebuilt Moncton shops 1876, total cost,

[Mr. Sinclair.]

\$10,000, assigned to superintendent district No. 3; No. 35 rebuilt Moncton shops 1889, total cost \$10,000, assigned to superintendent district No. 1; No. 37 rebuilt Moncton shops, 1890, total cost \$9,000, assigned to general superintendent.

PRINCE EDWARD ISLAND RAILWAY FREIGHT RATES.

Mr. J. J. HUGHES:

1. What was the freight tariff on oats, potatoes, hay, straw, cattle, horses, sheep, swine, geese, dressed hogs, butter, cheese, rough and manufactured lumber, cordwood, limestone, and coal; also on package freight in carload lots, and less than carload lots, over the Prince Edward Island railway, on the 15th April, 1909, for 5 miles' distance and up to 100 miles?

2. What is the freight tariff for the same products and goods for like distances at the present time?

Mr. REID:

1 and 2. Statements filed with the Clerk of the House.

EXPRESS FRANKING PRIVILEGE.

Mr. NEELY:

1. Referring to the statement recently made in the House by the Postmaster General, that hereafter even the Postmaster General himself must pay postage on parcels sent through the mails, does the Postmaster General enjoy the franking privilege from the express companies of Canada? If so, does he use this privilege?

2. Is it true that all the members of the Government have this same privilege?

Mr. PELLETIER: In answer to both questions, the Government is not aware that any recent change has been made in the practice of the express companies in this regard.

NATIONAL TRANSCONTINENTAL RAILWAY—EASTERN DIVISION.

*Mr. GRAHAM:

1. What amount has been expended to date in construction of the eastern division of the National Transcontinental railway?

2. What amount is due on cost to date?

3. What is the estimate of amount required to complete?

Mr. REID:

1. Total expenditure to December 31, 1913, \$140,562,147.

2. Amount due on cost to December 31, 1913, \$2,448,867.

3. Estimate of amount required to complete, \$18,296,786.

TRANSCONTINENTAL RAILWAY SHOPS.

Mr. GRAHAM:

Exclusive of the shops at Transcona, what is the cost or estimated cost of all car and locomotive repair shops, now constructed and equipped or to be constructed and equipped,