

SUPPLY—RAILWAYS AND CANALS—*Con.*

*Haggart, Hon. J. G.* (South Lanark)—6290.

How is it that the estimate was exceeded this year?—6290. How much will you have in your lowest water navigation on the long level?—6291.

Welland canal—to pay Stephen Vandesburg for time lost, injured while on duty, two-thirds time 196 days at \$1.75 per day, \$228.86—6305.

*Bergeron, J. G. H.* (Beauharnois)—6306.

And there is no discrimination between Liberals and Conservatives—6306.

*Boyce, A. C.* (West Algoma)—6306.

It is granted irrespective of whether there is negligence attributed to the government or not—6306.

*Emmerson, Hon. H. R.* (Minister of Railways and Canals)—6305.

This man was injured by falling into the lock on the 6th of August last—6305. I am not acquainted with the details. I could not say just what kind of work he was doing, or as to whose fault it was—6306.

*Lancaster, E. A.* (Lincoln)—6305.

What was the special work he was employed at?—6305. Was it because of any negligence of his fellow servants, or was it his own fault?—6306.

I.C.R. Annual Statement,—1886.

*Emmerson, Hon. H. R.* (Minister of Railways and Canals)—1886.

I am now called upon to deal with I.C.R. affairs for another year which is but a little more than half spent—1886. This shows a total increase in the matter of wages alone up to June 30, 1904, of \$506,972—1887. It must be remembered that within six years the business of the I.C.R. has more than doubled—1888. The demand for labour has been such that the scale of wages has steadily risen year by year—1891. Let us look at this matter of deficits fairly and candidly—1892. Statistics of mechanical department—1893. Statistics of wages—1894. The charges against repairs to engines, which were increased by \$184,000 were incurred in an effort to improve the efficiency—1895. The last and by no means the least cause of increased expense is the higher scale of wages—1896. In this period considerable increases of salary and wages took place—1897. On the one hand we have extra cost of operation and on the other a decrease in our revenue—1898. Unfortunately, we have not been able to succeed in keeping our trains moving from one end of the line to the other—1899. The financial results on the I.C.R. have been unsatisfactory during the past two years—1900. The character of the cars is such that they cost more than we were paying for cars some years ago—1901. This increased traffic is indicated by a much greater locomotive and

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

car mileage amounting to from 12 to 14 per cent—1902. The I.C.R. is not extravagant as compared with the cost of like services on other roads—1903. I feel that the statement I have made shows the actual conditions relating to the railways—1904. It was built because the delegates at Quebec and at Charlottetown agreed that it should be built—1905. The I.C.R. was placed upon the same plane as were the canals of Canada at the time of Confederation—1906. I would say to Haggart that only \$800,000 was paid for that road—1907. I said at the same time there would be a very much larger deficit—1908. That was a mere coincidence—1909. It paid its way—1910.

*Haggart, Hon. John G.* (South Lanark)—1897.

The operating expenses for the six months ending January last as compared with the six months of the preceding year, show an increase of \$412,000—1897-8. What was the actual difference in time between it and the C.P.R. between the same points? 1900-1. What was the expenditure on capital account for 1903-4 and for the six months that he mentions up to December?—1902. I was asking what the capital expenditure was for the last year and the last six months—1903. Emmerson in treating of the I.C.R. has at least given us a candid statement of the position of that road—1906. \$800,000 in cold cash for the purpose of acquiring that road on which the total revenue was in the neighbourhood of \$37,000—1907. Applying the same system of calculation this year the deficit will be in the neighbourhood of \$1,500,000—1908. The understanding from one end of the road to the other was that the men were to receive six months increase of pay—1909. We are paying higher wages on the I.C.R. to our employees than the C.P.R. pay to theirs—1910. This is but a sample of the increase in the working expenses and in deficits on all the government railways—1911. If Emmerson wishes to show successful management let him run the road as other roads are run—1912.

*Ingram, A. B.* (East Elgin)—1903.

What number of engines were not in proper state of repair on the 30th June last and on the 30th of January of this year?—1903.

*Kemp, A. E.* (East Toronto)—1897.

Emmerson has told us the amount of extra expenditure owing to the increased price of materials and the advance in wages—1897.

I.C.R.—collection of revenue—Intercolonial Railway, \$7,000,000—2204.

*Armstrong, J. E.* (East Lambton)—2233.

We have Emmerson trying to shunt the responsibility on to the men who are with him in managing the I.C.R.—2233. Why should not the I.C.R. be a paying insti-