

# EVENTS

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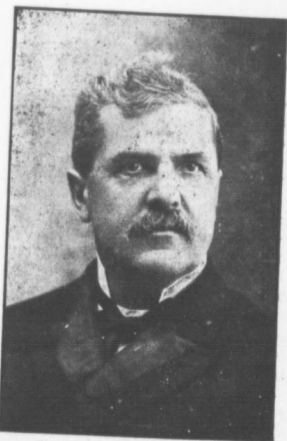
## *The Intercolonial Railway.*

**I**N making the annual statement to parliament on Monday, Hon. H. R. Emmerson, minister of railways, announced a deficit for the ten months ending May 1 of 1904, of \$374,000. He availed himself of the opportunity to discuss the value of the road to Canada. The gist of his argument on this point was about as follows:

The Intercolonial was not built as a commercial enterprise but to cement the maritime provinces with the Province of Canada. The portion that does not pay is that tie. Then the freight rates fixed were necessarily conventional. The pact of Confederation forbids any increase in the rates. While the traffic has largely increased the rates have remained stationary. They had to carry passengers from Montreal to St. John N. B. for the same fare as the C. P. R. charged, yet the I. C. R. was a much longer haul with all the extra expense involved in its operation. They had to pay their men as well as the C. P. R. Mr. Emmerson believed that Quebec and Ontario reaped as many benefits from the construction of the I. C. R. as did the maritime provinces, and described the road as a valuable asset.

This statement will not strengthen the proposal to extend the I. C. R. westward. The admitted deficit for the whole year is over \$600,000 and if a candid statement was forthcoming the deficit of mil-

lions represented in interest on cost of construction would be added. But this the



HON. H. R. EMMERSON

Who presented the Intercolonial statement in the House of Commons.

public eye must not see. It is carefully concealed in the charges on the public debt.