

Mr. FIELDING. That is a form of disposing of a question without expressing any opinion. By reading the orders of the day you express no opinion on a question, but you postpone it.

On motion of Sir Wilfrid Laurier, the committee rose and reported.

At one o'clock, House took recess.

House resumed at three o'clock.

#### SUPPLY.

House in Committee of Supply.

Intercolonial Railway—to increase water services, \$7,300.

Mr. EMMERSON. I would like, with the indulgence of the committee, to make a few corrections. I was asked whether the bridges were included in the contracts which have been entered into by the Transcontinental Railway Commission. I said yes; but I was under a misapprehension as to the superstructures. The contracts do include the substructures but not the superstructures. Then, a statement was made by me off-hand to the effect that the distance between Quebec and Winnipeg was 1,800 miles; but I had in my mind the distance from Moncton to Winnipeg. The distance between Winnipeg and Quebec is less than 1,400 miles. I wish to make these corrections.

Mr. HAGGART. On that point, will the hon. gentleman give the estimated cost of the steel superstructures of the bridges in the contracts that have been let?

Mr. EMMERSON. That information has not been supplied.

Mr. HAGGART. If we had that we could estimate what the road is going to cost. We have everything now except that.

Mr. EMMERSON. I think I shall be in a position in November to give a pretty accurate idea of what it is likely to cost. Any conclusions drawn at this stage might mislead. I wish to supplement my statement in regard to the Intercolonial Railway for the fiscal year which ended on the 30th June. I am in a position to state that the total passenger and freight earnings of the Intercolonial from the 1st of July, 1905, to the 1st of July, 1906, were \$7,610,504.09, an increase over those of the preceding year of \$836,981.26. We have a correct statement of all the expenditures down to the 31st day of May, but we have not a statement of the actual expenditure during the month of June. We have, however, an approximate estimate of these expenditures, and, if that estimate is correct, the difference between the earnings and the expenditures for the fiscal year will be \$100,000; that is to say, the surplus on the Intercolonial Railway during the past year will be \$100,000. With regard to the Prince Ed-

ward Island Railway, we have the statement only down to the 1st of May; but, according to that record, while there was a deficit on the Prince Edward Island Railway in the previous year of about \$153,000, it will be for the past year under \$50,000. So that for the whole government railway system, inclusive of the Prince Edward Island Railway, the surplus will be in the vicinity of \$50,000. It will be my privilege and duty, if we are all spared to meet here in November, to show to the House and the country what changes have been made to bring about such results. I am led to believe—in fact, I am certain—that this is not a spurt, but that it is a permanent condition. The changes which have been made in the methods of the management of the road are such that good results will show themselves each year. And the result each year will not simply be a temporary one, brought about by drastic measures or revolutionary acts on the part of the management. The public will not suffer, although the patrons of the road may make some complaint at times about lessened train service. That train service, however, will be proportionate to the requirements of traffic. The efficiency of the road will not be interfered with. Our rolling stock is being kept up; our roadbed is not overlooked. The question will naturally be asked: How is it that you can bring about such a marked change between the financial conditions of this year as contrasted with those of the preceding year? It will be my effort to make that clear to the House should we be spared to meet here again and have under discussion these very matters.

Mr. HAGGART. Would the hon. minister give us the expenditure of capital account for the year?

Mr. EMMERSON. I have not that.

Mr. COCHRANE. Was the change made in the bookkeeping?

Mr. EMMERSON. No, the changes have been honestly made. There is nothing spurious in them at all. I quite appreciate the question of my hon. friend from Lanark (Mr. Haggart). The expenditure on capital account the past year has been very much less than the preceding year.

Mr. HAGGART. It is just as easy to get the capital expenditure as the ordinary expenditure.

Mr. EMMERSON. I have not even the ordinary expenditure but only an estimate. I am not undertaking to make a statement with respect to the operations of the Intercolonial Railway during the past year, but I thought it was due to the committee that I should give them this information which I have.

Mr. HAGGART. We are gratified to get so much but would like to get the whole.