

the employment of men on the road who are not suitable for the purpose, and who think, unfortunately, that because it is a Government railway they do not need to render the services and to exhibit the energy that are usually shown by men on other Canadian railways. For these and other reasons which are explained by my officials on the Intercolonial Railway, the receipts are far short of the expenditure. I may state that in 1889-90, when there was a mileage of only 971 miles, the receipts were \$3,012,739; in 1890-91, notwithstanding that 123 miles was added to the mileage of the road, the receipts were less by \$35,344.49; and now with a further additional 51 miles, there has been a further decrease in nine months, compared with the corresponding period of last year, of \$50,922.67.

Sir RICHARD CARTWRIGHT. Will the hon. gentleman give us the expenditure?

Mr. HAGGART. I will give you afterwards the total receipts and expenditures for the last six or seven years. There has been a falling off during the past 21 months of \$82,266, in spite of the additional 174 miles that were added to the road. This circumstance, taken together with the enormous extra expenditure which is incurred for running freight trains and other trains over this additional section of the road, shows, to a considerable extent, the reason of the difference between the receipts and the expenditure. In 1890-91 the difference between the receipts and the expenditure was \$684,946, and we are threatened with a larger deficit during the current year. For the purpose of remedying these things and of establishing an equilibrium as nearly as possible between the expenditure and the earnings, I have decided upon making a reduction in several directions. First of all, I may state that the number of employes on the Intercolonial Railway is 4,181, and I purpose making dismissals to the number of 210. These will consist of machinists, painters and men of all the different employments which are followed on the staff of a large railway, including telegraph operators, train despatchers, &c. I also intend to reduce the train service, erasing from the timetable one of the fast express trains between Halifax and St. John, several mixed and freight trains, and the fast freight train between Moncton and Chaudière Junction. This will give us a reduction in the train mileage, on the fast express, of 172,000 train miles; on the fast freight, of 308,000 train miles; on the mixed freight, of 127,000 train miles; and on the ordinary freight, of 180,000 train miles, causing an annual reduction of 787,000 train miles. Taking the average wages of the men at \$1.50 a day, this change will enable me to make a reduction of \$95,000 in the cost of the staff; and estimating the train mileage of the fast express at \$1 per mile, and of the other trains at 40 cents per mile, this will enable me to make a reduction of \$418,000 in the running expenses, or a total reduction of \$513,000. I propose to treat the Prince Edward Island Railway in a similar manner. The staff on that railway numbers 292. I propose to reduce the number of employes by 20, and reduce

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the train service by 3,756 miles; taking off a train between Summerside and Charlottetown, and making the train on the Cape Traverse Branch tri-weekly instead of daily. This reduction of 20 in the staff, as I stated before, will make a saving of \$9,200, which, taken together with the reduction of the cost in the train service of \$9,300, makes a total reduction in the expenditure of \$18,500. The traffic on this road is very light. There is a steamer express between Charlottetown and Summerside carrying very few passengers, but scarcely any freight. In autumn the freight cars upon the Island are pretty fully employed, but in other parts of the year they are not much employed. Since the establishment of the road in 1875-76, the average loss has been \$80,607 per annum, and I think it will be very difficult to reduce this loss materially. The heaviest loss occurred in 1882-83, amounting to \$106,637.

Mr. MILLS (Bothwell). I notice that the reduction of men on the main line is 5 per cent., and on the Island Railway 10 per cent. Perhaps the Minister can explain how there is a larger percentage on the Island road?

Mr. HAGGART. I can hardly go into the percentage. The number of the staff on the Island Railway is 292, and the reduction is 20. The average earnings of this road are only \$144,865, and the average working expenses \$225,472. As I have stated before, the maximum earnings on this road were in 1890-91, when they reached \$174,258, and the maximum working expenses were in 1889-90, when they amounted to \$266,485. The amount of working expenses which I calculate my reductions in the freight service and the staff will save on that road will be in the neighbourhood of \$18,500.

Mr. DAVIES (P.E.I.) The only Island railway change is taking off one train between Charlottetown and Summerside, and making the train on the Cape Traverse Branch tri-weekly instead of weekly?

Mr. HAGGART. Taking off one train from Summerside to Charlottetown and making the train on the Cape Traverse Branch tri-weekly. I had better read the memorandum of the changes in the train service on the Intercolonial Railway. It is as follows:—Fast express train each way—St. John and Halifax. Freight train each way—Moncton and St. John. Fast freight train each way—Moncton and Chaudière. Freight train each way—Moncton to Campbellton. Accommodation train each way—Campbellton to Rivière du Loup. Accommodation train each way—Stellarton and Pictou. Freight train each way—Stellarton and Pictou. Mileage of daily reduction of fast express, 550; ditto freight trains, 576; ditto fast freight trains, 986; ditto accommodation trains, 406. The memorandum of trains taken off the Island railway shows the accommodation train between Charlottetown and Summerside each day, and the accommodation every other day between Emerald Junction and Cape Traverse. A large item appears in the Estimates for the purpose of giving increased accommodations at Halifax. Ever since the road was built, the accommodation has not been such as to meet the requirements of the city. Three plans are proposed, for the purpose of affording better