

SUPPLY—RAILWAYS AND CANALS—*Con.*

Bennett, Wm. H. (East Simcoe)—1912.

Do I understand that only \$8,000 has been expended of a vote of \$385,000?—1912. Then do we understand that \$250,000 will be required up to 1st of July for the work now under contract?—1913. As I understand Emmerson, there are now under contract \$243,000 worth of bridges—1914. They could tell us within two million or 3,000,000 bushels how many bushels were received at St. John or Halifax?—1917. My reference is to the quantity of grain carried in 1904, and I am serious about it—1918. Can Emmerson tell where the grain was exported that the Both system took in at Depot Harbour?—1919. Is there a staff at each elevator, and what is the cost of keeping it up?—1920.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—1912.

This vote was not passed till late—too late for much work to be done—1912. Yes, \$243,000 to be exact—1913. The same system of bookkeeping has been in existence for many years—1914. That was a transaction in connection with the carrying of certain traffic to Halifax—1915. It is easy to make such a statement. It does not prove anything—1916. We have the advantage of this traffic down and it gives business to Canadian ports—1917. We have not carried any and I explained to the committee the reason why—1918. Although our actual mileage distance may be longer, we cannot collect for the full distance—1919. Unfortunately, on account of the conditions prevailing this year, we could not accept the business—1920. The G.T.R. required us to furnish cars to go on its lines to gather up the traffic that would go over the I.C.R.—1921. The road is in such a good condition that we are running fast trains over it with small engines, it is true—1922. I do not expect there will be any necessity for any very great expenditure on the Canada Eastern—1923. There was no distinctive line drawn between that portion of the road and any other—1924. I will inquire into the matter and let Gervais know to-morrow—1925. That was taken over when P.E.I. came into confederation—1926. There is a steamship company that runs a boat, but not as part of the railway—1927. They save it for themselves and they prevent it from going out over the C.P.R.—1928. We had a precedent when there was a coal famine in Ontario and Quebec—1929. I would point out to him that this traffic is all done by the express companies—1930. If it can be doubled or trebled it will be greatly to the satisfaction of the management of the I.C.R.—1931.

Gervais, H. (St. James, Montreal)—1922.

I would like to know whether or not he intends to grant the prayer of our legislative councillors—1922. I would like to have an answer to the question I put to Emmerson about granting passes—1925. It is a matter of regret to the fish dealers

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of Montreal that there are not proper express facilities—1900. If you wish to secure the fish trade, proper transportation facilities must be provided on the I.C.R. trains—1931. Asks explanation of the people of Montreal having their fish from United States—1932.

Henderson, David (Halton)—1919.

That freight will go over the G.T.P., which does not go over the route of the I.C.R.—1919.

Ingram, A. B. (East Elgin)—1921.

Is any part of this expenditure to be on the P.E.I.R.?—1921. Will Emmerson tell us what he proposes to do on the Canada Eastern Railway respecting the bridges?—1922. As a representative from Ontario I desire to protest against this going any further—1928.

Johnston, A. (Cape Breton, South)—1921.

The fishermen of the maritime provinces are fairly well satisfied with the transportation facilities afforded them in recent years on the I.C.R.—1931-2. Their fish to-day is carried from the maritime provinces to the markets of Montreal—1932. If they cannot get it in the maritime provinces I take it they are going to get it somewhere—1938.

Kemp, A. E. (East Toronto)—1913.

Could not a portion of this money be properly put to revenue account instead of capital account?—1913. It seems to me it is putting into capital account that which should properly go to revenue account—1914. The C.A.R. did not make very much money on the carrying of that grain 346 miles for 2-15 cents—1915. It stands to reason to my mind that this is a transaction that will not stand argument on its merits—1916. The I.C.R. got exactly the same as the C.A.R. got for 346 miles 1917. You call the haul 346 miles from Montreal to Halifax—1919. I would like to inquire from Emmerson if he is still carrying hay or other commodities free of charge?—1929. What ground do the government take in *re* to the Grand Trunk violating their agreement by sending freight to Montreal—1930.

Lennox, H. (South Simcoe)—1920.

I understand Emmerson to say that they could not carry this grain because of not having the proper equipment of freight cars—1920. Emmerson is not in a position to handle the freight delivered at the elevators on his own line—1921.

Martin, Alex. (Queen's, P.E.I.)—1913.

Where are the new bridges?—1913.

McLean, A. A. (Queen's, P.E.I.)—1918.

The road to-day should be in a position to carry all the grain that can be taken to St. John and Halifax—1918. When will Emmerson be in a position to put that road on a fair and proper basis for the carrying of these products?—1919.