

of milk on Nos. 7 and 8 trains, running between St. John and Sussex on the Intercolonial railway for the different months in the years 1910, 1911, 1912 and 1913?

3. What was the expense charged against these several trains each year, and the totals for each month of each of said years?

4. What were the receipts of Rothesay, Hampton and Torryburn stations, from passengers and freight, respectively, during the years 1910, 1911, 1912 and 1913, and the receipts for each month of each year?

Mr. J. D. REID:

1. Statement attached marked 'A' (filed with the Clerk of the House), gives the receipts from passenger traffic from trains Nos. 132, 136, 138, and 156 for certain periods during which accounts for same were separately kept, during the years 1910, 1911, 1912 and 1913. For the months not shown, no separate record was kept of the earnings, information, therefore, is not now available. Express companies do not operate on these suburban trains.

2. No separate record was kept of the earnings of trains Nos. 7 and 8 for the period asked for.

3. No separate record kept of the expenses of these trains for the period asked for.

4. Statement attached marked 'B' (filed with the Clerk of the House), showing receipts at Rothesay, Hampton, Torryburn stations from passengers and freight respectively during the years 1910, 1911, 1912 and 1913.

INTERCOLONIAL RAILWAY—ANTIGONISH BRIDGE.

Mr. WM. CHISHOLM:

1. When were the tenders opened for the erection of concrete pillars in the trestle work approaching the railway bridge near Antigonish station?

2. When was the contract awarded for said work?

3. What was the cause of the delay in entering into a contract for said work?

4. Within what time was the work required to be completed?

5. Has there been any request made by, or on behalf of the contractors, for an extension of time for performance of said work?

6. What reasons were assigned why such extension should be granted?

7. Why was not the request complied with, particularly in view of the delay in awarding the contract and the very much increased expense of doing such work in mid-winter?

8. Have the contractors ceased work there?

9. What arrangements, if any, have been made for the completion of the work?

10. Has the Railway Department settled with the contractors for the work already done? If so, on what basis or terms?

Mr. REID:

1. October 3, 1913.

2. October 30, 1913.

[Mr. Emmerson.]

3. General consideration of departmental and railway routine business between dates, opening of tenders and passing Order in Council awarding the contract.

4. Work was required to be completed by the 1st day of February, 1914.

5. Yes, verbal request made to chief engineer.

6. Lateness of season in beginning work and difficulty of prosecuting some in mid-winter.

7. The request was complied with and an extension granted by Order in Council of January 30, last, authorizing such extension to April 1, 1914.

8. Contractors have, for the time, suspended work.

9. Carrying out the provisions of their contract which the contractors are being ordered to do; additional force and plant being demanded.

10. Progress estimates and payments being made according to terms of the contract.

INTERCOLONIAL RAILWAY—LABOURERS' WAGES.

Mr. BOULAY:

1. What wages are paid to the labourers on the working trains of the Intercolonial in the province of Quebec?

2. What wages are paid to the labourers doing the same work in New Brunswick and Nova Scotia?

Mr. REID:

1. Wages paid to labourers on the Intercolonial railway working trains in the province of Quebec are from \$1.30 to \$1.60 per day. This rate varies in different localities and at different seasons of the year, but employees are always paid the rate prevailing in the locality in which they are employed.

2. Wages paid to labourers on the Intercolonial railway working trains in New Brunswick and Nova Scotia are from \$1.50 to \$1.80 per day. This rate varies in different localities and at different seasons of the year, but employees are always paid the rate prevailing in the locality in which they are employed.

INTERCOLONIAL RAILWAY—FERRY EMPLOYEES.

Mr. SINCLAIR:

What are the names and dates of appointment or employment, description of employment and daily or monthly wages, of all the men employed on the Intercolonial railway ferry steamer Scotia, Mulgrave, N.S.?