

SUPPLY—RAILWAYS AND CANALS—*Con.*

Osler, E. B. (West Toronto)—*Con.*

owners or mine owners to put up the money—1987. Pressure is likely to be brought to bear, from political interest, to have lines built to mills or mines that will never pay the cost—1988.

General vote, \$7,000,000—7445.

Barker, Sam. (Hamilton, Ont.)—7446.

Emmerson must remember that nearly all his cars and locomotives are now new—7446. Just the reverse. The ordinary company is bound by the commission and you are not—7448. Are you speaking of through or local rates?—7449. How many new cars of all classes have been put on the I.C.R. in the last four years?—7453. Emmerson is talking of a large increase of cost for repairs. With a large increase of cost for cars, that ought to go down—7454. Up to the 30th of June or to the date of your latest interim reports?—7455. Does Emmerson overlook the fact that that has been going on the last four or five years?—7456. I do not intend to enter to-night into any criticism in the shape of a reply to the speech of Emmerson—7467. If a board of directors laid their accounts before their shareholders in the way in which the accounts of the I.C.R. are presented they would be in jail—7468. I put that as a sample of the sort of statements we get from the Railway Department—7469. I called attention to the very objectionable system of the government of charging the renewals of rails to capital account—7481. Whether you call it technically capital account or not, the country has to pay it—7482. Fielding could hardly join in the congratulations offered by Emmerson upon the satisfactory showing he has made—7483. What possible application Fielding's remarks could have to the argument it was making—7484. Henderson referred to the statement made by Mackenzie—7486. If it cannot do that it should show by its revenue accounts that it is losing and not cover it up—7489. I have seen charged to capital account the price of a bucket at a station—7490. I do hold that on a railway that has been working for fifty years it should not be charged to capital—7491. Do you not see that if you pay \$114 to earn \$100, the greater the gross earnings the more you will lose?—7493. No, it should not. It is a strict rule that a going concern maintains itself—7494.

Borden, R. L. (Carleton, Ont.)—7457.

Emmerson means that he delivered his statement in a pleasing manner—7457. Haggart was taking the capital account and he was adding to that the deficit which must be paid from some source—7476. Haggart said the I.C.R. cost the people of this country that much more than the people receives out of it—7477. There is not much logic or reason or statesmanship about that—7478. At any rate the additions should not have been so extensive as they have been in past years—7479. What does an ordinary corporation charge to

SUPPLY—RAILWAYS AND CANALS—*Con.*

Borden, R. L. (Carleton, Ont.)—*Con.*

capital account?—7481. As the papers are not down it would be perhaps better to take this item up with the supplementaries—7496.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—7445.

The information available up to this moment has confirmed my worst fears with respect to that deficit—7445. We have increased the number of men about 20 per cent but we are realizing in work nearly 100 per cent—7446. It is desirable that members on both sides of the House should view this matter from a practical standpoint—7447. The very moment you establish a precedent with respect to one thing, that precedent must prevail all over the line—7448. The local tariff rates are much less than are those of other railways and there it is a very great loss—7449. The government cannot, in justice, pay a lower scale of wages to its employees than that paid by ordinary commercial railways—7450. The people say this is our line this is our railway, we own it and we are going to run it in our own interests—7451. I feel that so far as the I.C.R. is concerned there must be some attention given to the freight—7452. The principal reason for increase is the higher scale of wages paid to every class of men in the shops—7453. I said that it would range between \$1,500,000 and \$2,000,000—7455. We have to go mile after mile in order to earn the same results as are earned by the other railways—7456. It has been done in the interest of Canada. Canada has got the benefit of it—7457. I hope that the explanations are satisfactory, whether the results of the year are satisfactory or not—7457. It has been asserted here to-night that the gross earnings of the I.C.R. are not increasing—7492. An increase in gross earnings is shown by the report, and it is estimated that this year the increase will be \$419,474—7493. The I.C.R. has many burdens; but it is doing and has done a great work—7494. We will have an opportunity of discussing it on the supplementary estimates—7495. There will be an item in the supplementaries on this very matter when the whole item can be discussed—7496.

Fielding, Hon. Wm. S. (Minister of Finance)—7475.

What does Osler mean by saying that it has always been customary to charge the deficit to capital account?—7475. The meaning of the expression capital account in our public accounts is well known—7476. You should not charge the capital with the deficit—7477. Does Borden think that capital account should have been closed?—7478. The expression charged to capital has a meaning in our public accounts and in the general discussion of our public affairs—7483. Barker will have to go back and read the whole debate in order to see the application of my remark—7484. If Ingram knows that he ought to give Emmerson credit for greater economy for