

to vote, the hon. gentleman should be content.

Mr. BARKER. Certainly not.

The MINISTER OF FINANCE. We propose to furnish:

Six second-class sleepers at \$10,000..	..\$ 60,000
Four parlour cars at \$20,000	80,000
Ten first-class cars at \$16,000.. .. .	160,000
Six baggage cars at \$4,500.. .. .	27,000
Total.. .. .	\$327,000

Mr. FOWLER. We are entitled to know why the first amount was reduced. Before this amount of \$637,000 was arrived at, the estimates must have been made up by the officials, passed upon by the minister, submitted by the minister to the council, and passed upon by the council.

The MINISTER OF FINANCE. If my hon. friend insists on giving me the whole amount of \$637,000, I will have to take it.

Mr. BARKER. We want to know why you have changed your mind.

The MINISTER OF FINANCE. It is not an uncommon thing to reduce estimates. So long as we do not increase them, there is not cause to complain.

Mr. FOWLER. I do not quite agree with the hon. minister. This first amount of \$637,000 was not put in the estimates without having been carefully considered, and we should know why this serious reduction is now being made in it. Is it because we do not require as much rolling stock as the government thought at first we did? Does the hon. gentleman find that the trade on the Intercolonial Railway is not increasing but diminishing or is it not increasing at the rate expected?

Hon. Mr. HAGGART. Perhaps the hon. minister is going to charge the rest to revenue instead of to capital. He has found he has made a mistake.

The MINISTER OF FINANCE. That is a very charitable suggestion.

Mr. FOWLER. I would like to have it confirmed by the hon. minister.

The MINISTER OF FINANCE. I do not want to contradict the hon. member for Lanark, who is an old and experienced railway man.

Mr. FOWLER. If the minister accepts that explanation and says that what the hon. member for Lanark stated jocularly is really the case, we must accept his statement, but we should have some reason given us. Some one must have erred greatly in connection with the matter.

Mr. BARKER. I think that possibly the explanation of the hon. member for Lanark may throw some light on the matter, but they would require a little more than this reduction to make up for the cars out of service and which ought to be charged to

revenue account. There is another explanation to which I might probably draw attention. In the revenue account for the year ending 1902, I find that the government has received for mileage of its own cars on other lines in excess of what it has paid to companies for mileage of their cars on the Intercolonial Railway, \$16,743. This indicates that instead of the government wanting freight cars, it has more than it needs, and probably after attention was called to this during this session, the government reconsidered the matter and deemed it expedient to take \$300,000 or \$400,000 off what a month or two ago it thought it should ask parliament for.

Mr. SPROULE. I think the hon. minister is to be commended for striking off this sum. It is the first reduction we have seen for a long time.

The MINISTER OF FINANCE. I must thank my hon. friend for coming to my rescue for I felt I was being badly treated.

Hon. Mr. HAGGART. Would the hon. minister give a statement of the total amount expended on capital account in the purchase of rolling stock from 1896 up to the present day, including this vote?

The MINISTER OF FINANCE. The expenditure from the 30th June, 1896, to the 30th June, 1902, which was the last official report, was \$4,896,843.

Hon. Mr. HAGGART. With this vote, the total is about \$5,200,000. The government, through its Minister of Railways and Canals, congratulated the House upon having a surplus instead of a large deficit. But I find that for the year ending June 30th, 1902, the number of cars of the Intercolonial Railway that were on other roads was 1,012, with a day use of 13,100, and for last year there were 1,522, with the number of days nearly 15,000.

Mr. BARKER. An increase of nearly fifty per cent in the number of cars.

Mr. FOWLER. Would the minister give us an idea of the present value of the rolling stock?

The MINISTER OF FINANCE. I could not, off-hand, give that information.

Mr. FOWLER. But, surely, with the general manager at his elbow, the hon. gentleman can get the facts.

The MINISTER OF FINANCE. The books are kept at Moncton and I presume they include that item. The valuation is not made every year, but only from time to time, I will get the latest valuation for the hon. gentleman.

Mr. FOWLER. You do not take stock?

The MINISTER OF FINANCE. Yes, but the cars stand at their cost.

Mr. BLAIN. Is the rolling stock purchased in Canada, and is it purchased by tender, or how?