

kind, unless the Government has some serious intentions in connection with it. But I am perfectly willing to assume any responsibility in connection with this property which the Government may decide to turn over to us. I do not want to dodge or evade anything.

Hon. Mr. GRAHAM: And you do not want to assume anything.

Sir HENRY THORNTON: And I certainly will not assume anything.

Mr. STEWART: Your statement includes investigations made by the Railway Commission?

Sir HENRY THORNTON: You must examine the thing from every angle; it is not merely a railway proposition.

Hon. Mr. GRAHAM: One question would be the possibilities of the line in connection with colonization, and another would be in connection with the transportation of traffic to and from Western Canada.

The CHAIRMAN: Do you think the western men who are so much in favour of the construction of this road would be satisfied if the Government made an investigation?

Mr. STEWART: As I said a moment ago, there would be no opposition from Western Canada to any investigation, providing that they could be satisfied that such an investigation was not simply a means of holding up or delaying completion of the road. There has been a suspicion in the minds of many westerners that further investigation would be only an excuse to delay it. I have an idea that if a person in whom they had confidence—and I would say the head of the Canadian National Railway Board is such a man—that his opinion would carry great weight, and they would have sufficient confidence that he would not use his office to delay it in any way, whether he gave an opinion which was favourable or otherwise.

Sir HENRY DRAYTON: Is there anything in the estimates for equipment this year?

Mr. HENRY: There is an amount in that. That item of \$4,000,000 odd which I read there is for new equipment.

Sir HENRY DRAYTON: That is in connection with construction betterments and so on?

Mr. HENRY: No, that is Section B.

Sir HENRY DRAYTON: What is that \$4,000,000 to be for?

Mr. HENRY: That is 25 per cent on certain passenger equipment, to the extent of \$2,125,000; freight cars to the value of \$5,500,000; locomotives to the value of \$4,665,000.

Sir HENRY DRAYTON: What additional passenger equipment are you acquiring?

Mr. HENRY: Twenty steel first-class cars; twenty steel baggage cars; 15 steel baggage and mail cars; 10 steel parlour cars.

Sir HENRY DRAYTON: Where are you going to put those parlour cars on?

Mr. HENRY: I think that is just a general strengthening of our service in that regard.

Sir HENRY DRAYTON: What is the estimated cost of the steel parlour cars?

Mr. HENRY: \$39,000.

Sir HENRY DRAYTON: That is \$39,000 a car?

Mr. HENRY: That is right.

Sir HENRY DRAYTON: And what is the price of the other cars?

Mr. HENRY: First class, \$38,750.

Sir HENRY DRAYTON: And the steel baggage cars, what are they now?

Mr. BROWN: \$25,500. The baggage and mail cars are \$30,000.