

Hon. Mr. HAGGART. Was the \$10,000 voted last year all expended for machinery?

The MINISTER OF FINANCE. Yes.

Hon. Mr. HAGGART. What is the total cost of the machinery in these shops now?

The MINISTER OF FINANCE. I cannot give that to the hon. gentleman, but I will give it to him at a later stage.

Intercolonial Railway—to equip ten passenger cars with Pintsch gas apparatus, \$8,000.

The MINISTER OF FINANCE. This is found to be the latest and most satisfactory system. The cost is \$800 per car, and we propose to equip 10 cars.

Hon. Mr. HAGGART. How many remain to be equipped?

The MINISTER OF FINANCE. The total number to be equipped to the end of the year will be 26. That will complete the work.

Hon. Mr. HAGGART. When you discard one system of lighting on the Intercolonial Railway and introduce another, you charge the cost to capital account?

The MINISTER OF FINANCE. The apparatus for the Pintsch system is entirely new, and is charged to capital account. All the new cars are fitted with that apparatus; and when we take an old car which is only fitted with a gas lamp and put in the Pintsch system, that is charged to capital account.

Hon. Mr. HAGGART. Many of the cars were lighted with electric light.

The MINISTER OF FINANCE. There were a number of cars equipped with electric light on the storage battery system; but that was found to be inconvenient and not economical, and we are adopting the Pintsch system instead.

Hon. Mr. HAGGART. You put out the electric light and put in this, and charge the whole to capital account?

The MINISTER OF FINANCE. Yes.

Mr. BARKER. Then, the principle on the Intercolonial Railway seems to be this, that if the management in one season fancy a particular lamp and buy it, and the next year think another kind is more suitable, they turn out the first and put in the new one, and charge both to capital account. Is that the principle? If it is, it is a most extraordinary one.

Mr. BLAIN. Is this a cheaper system of lighting than electricity?

The MINISTER OF FINANCE. Yes, the officials think it is decidedly cheaper than the system of a storage battery. Some railways are introducing dynamos, but they have not been introduced on the Intercolonial Railway.

Hon. Mr. FIELDING.

Mr. BLAIN. Does it cost less to fit up a car with the Pintsch system than with the electric light apparatus?

The MINISTER OF FINANCE. Yes, that is the opinion of the officials.

Mr. FOWLER. How many of these cars are fitted with electric light?

The MINISTER OF FINANCE. I cannot give the hon. gentleman the number, but I will get that at a later stage.

Mr. SPROULE. What is the nature of this new system? Does it generate gas?

The MINISTER OF FINANCE. It is a system of cylinders and piping—a storage system of gas. The gas is made at the shops in Moncton and stored in these cylinders and pipes. It is called the Pintsch gas system, which is used on most of the railways that do not use the electric lights. It is made from oil.

Mr. SPROULE. It is very costly, \$800 per car. Is it expensive to keep up afterwards?

The MINISTER OF FINANCE. The chief expense is in the fitting up.

Mr. BARKER. I do not think there is much dispute about the Pintsch system being a good one. But I think the real question is this. If the officials of a railway, who may change from year to year their ideas with regard to the kinds of lamps to be used in the cars, are allowed to have their way, we will have all sorts of experiments tried, according to the fancies of the gentleman, who for the time being is the superintendent. If you adopt the ordinary principle that when officials want to try from one year to the other, which is the better system, they must do it at the expense of their current account, they will have some motive to be economical and careful, but it is almost historical that when you allow officials to expend anything they like and charge it to capital, they will say: Why should we not expend the money so long as parliament votes it. There is no check whatever and no inducement to officials to be economical and careful so long as they can get whatever they please without adding one cent to their working expenses. The only safety in the operation of a road, whether run by a government or a company, is to have the officials who are responsible run up their working expenses by every purchase they make and not have these purchases treated as an additional mortgage on the property.

Rolling stock, \$637,000.

The MINISTER OF FINANCE. I propose to reduce that to \$327,000.

Mr. BARKER. We should have an explanation why the amount was put in the first instance at \$637,000 and why it was subsequently reduced?

The MINISTER OF FINANCE. If I give an explanation of the sum I ask the House