

Mr. RHODES. If the value of the property which was destroyed is charged to income, then it will not appear as an asset.

Mr. GRAHAM. The cost of the new works charged to capital will be \$327,000 less \$76,000.

Mr. RHODES. That is, you have practically written off the value of the property destroyed?

Mr. GRAHAM. Yes.

Mr. STANFIELD. Does the minister propose to follow the same rule with regard to the loss by fire of the Sydney station?

Mr. GRAHAM. Yes, that will be paid out of revenue.

Chatham, diversion of line and branch to wharf, \$300,000.

Mr. GRAHAM. This branch is about 8½ miles long, and it is to get rid of a grade down to the waterfront. The work was begun about two years ago. The contract was let to Morrison and Clark.

Mr. STANFIELD. What was the amount of the tender?

Mr. GRAHAM. \$245,853.58. The total cost is estimated at \$512,603.58, which includes the right of way, ties, ballasting, grades, and so on.

Mr. STANFIELD. Does that include the station?

Mr. GRAHAM. That appropriates \$30,000 for the station building.

Air brakes to freight cars, \$12,160.

Mr. GRAHAM. This is just following out what is necessary to bring the equipment of our cars up to the standard.

Mr. RHODES. Are there still cars on the Intercolonial railway not equipped with air-brakes?

Mr. GRAHAM. Yes, it seems that there are quite a number.

Mr. RHODES. Will this supply all the rolling stock with air-brakes?

Mr. GRAHAM. I am informed that this will practically complete that work.

To exchange drawbars of freight cars, \$2,000.

Mr. RHODES. Will this complete the equipment of your cars with modern draw-bars?

Mr. GRAHAM. No. Last year we had a vote of \$10,000 for the purpose, and we are now asking for only \$2,000 of that amount. This will equip about 40 cars. We find it difficult to get the cars into the shop for the purpose.

Mr. RHODES. I would like to ask the minister if he can use that link and pin

Mr. GRAHAM.

coupling on the main line of the Intercolonial railway? Where are those cars?

Mr. GRAHAM. They are in use mostly on the branch lines where we have lighter rolling stock. We cannot mix the cars and we have to use those practically by themselves, but there is quite a number still in use.

Mr. RHODES. Is there not some statute which requires that the cars shall be equipped with automatic couplers within a certain period?

Mr. GRAHAM. The Board of Railway Commissioners ordered that on the company lines, and we are trying to follow out that order, and are equipping our cars as rapidly as possible.

Mr. RHODES. Are you equipping yours as rapidly as the company lines do?

Mr. GRAHAM. I think so.

Fredericton, to increase accommodation at, \$25,000.

Mr. GRAHAM. This is for a new station at the city of Fredericton. Practically all we have there now is a frame station of a very poor standard. This work would have been undertaken before but we had some discussion with the Canadian Pacific railway about a joint terminal. We could not, however, come to any agreement and propose to build a new station. \$25,000 is the amount you are now asked to vote, but it is estimated that the cost will be about \$42,000 with the adjoining freight sheds.

Mr. LENNOX. Does the minister aim at having stations uniform in design all along the line.

Mr. GRAHAM. I regret to say that this plan has not been adopted on the government railway. My own idea, if I were starting a new railway, would be to have the stations of a uniform style so that one could see at once that they belonged to the Intercolonial railway. The idea which has hitherto prevailed seems to have been to have the stations conform with the other buildings in the cities themselves.

Mr. LENNOX. From this time forward, the minister should adopt a uniform style of building whether large or small. If he began now, no doubt with the assistance of fires, it will not be very long before he would have uniformity throughout the line. On the Grand Trunk railway and other lines, they are building all their new stations on the same plan.

Mr. RHODES. Could the hon. gentleman give the cost of the stations at Pictou and Amherst?

Mr. GRAHAM. I have not got the figures here.