

part of the Intercolonial, the eastern part of the province of Nova Scotia. The minister cannot confer any benefit, through the administration of the railway system, that will be so great as to prepare for what the ex-Minister of Railways indicates is a bounden necessity.

Mr. BOULAY. I would like to know if the item for the general protection of the highways makes provision for a subway at Little Métis?

Mr. COCHRANE. Yes..

Mr. MACLEAN (Halifax). Does the minister propose to ask for tenders for the construction of dock No. 2 at Halifax in the immediate future?

Mr. COCHRANE. I have no estimate for that item. There is so little done on the present dock, that I think it would be well to let it stand until the fall session.

Mr. EMMERSON. I did not have an opportunity of learning what the improvements proposed at Hampton were?

Mr. COCHRANE. There is to be a new station at Hampton.

Mr. EMMERSON. The proposed spur line of railway has been cancelled, has it?

Mr. COCHRANE. It has been dropped.

Mr. GRAHAM. How many cars have been repaired this year at the Moncton shops? The officers of the department will have the figures, I know, and they will perhaps help us out with the point under controversy.

Mr. COCHRANE. I have a note here that there are less than 175 cars on the Intercolonial railway standing for repairs.

Mr. GRAHAM. How many will be repaired this year? As I remember the situation, the shops were enlarged and others constructed in order to build locomotives, cars, and other rolling stock.

Mr. EMMERSON. Paid out of revenue.

Mr. GRAHAM. That is anything but the capital account. An additional staff was employed for the building of cars, and an effort was made to carry out that work. I want to ascertain the result of that attempt. How many cars have been repaired in the shops, and how many new cars, if any, have been constructed?

Mr. COCHRANE. There have been no new cars built, and the managing board tell me that we can buy cars cheaper than we can manufacture them.

Mr. MACLEAN (Halifax). Is it the intention of the government to re-establish at Halifax the mechanical workshops, or repair shops, that existed there at one time, but which were moved to Moncton?

Mr. COCHRANE. The matter has been under consideration. It needs an expenditure of somewhere about \$25,000 to be able to turn out the car wheels as cheaply at Moncton as they used to do at Halifax.

Mr. EMMERSON. The minister has stated that he is advised by the managing board that cars could be purchased cheaper than they could be manufactured at Moncton. Has he any report with respect to the cost of building cars at Moncton? I am advised absolutely to the contrary of what the minister says, and at a certain period I had the actual figures to support that advice. It is all very well to talk about purchasing cars from certain car manufacturing companies, but the machinery for building cars at Moncton is there, and the wages paid are not as high as are paid elsewhere, while the material is purchased at the minimum of cost, or as cheaply as it can be purchased by the car companies. It has even been demonstrated, I think, in the past that locomotives can be built cheaply at Moncton. I would like to have some figures dealing with car construction if the minister can furnish them.

Mr. COCHRANE. I have not got any such figures.

Mr. EMMERSON. If there have been no cars constructed in the government shops, how are the managing board in a position to make a comparison between the cost of purchasing cars, and the cost of building cars by the Intercolonial railway? It seems a very strange and a very startling proposition for the board to make a statement of that kind in view of their not having even attempted to manufacture cars themselves.

Mr. COCHRANE. I can give the information asked for by the member for Pictou. It is contained in the report of the Department of Railways:

The following cars were built:—1 stores supply car, 1 Pintsch gas car.

The following cars were rebuilt:—6 vans, 1 flanger, 4 platform cars, 1 first-class car, 4 stock cars.

The following rolling stock received general repairs—7 sleeping cars, 8 first-class cars, 2 official cars, 6 baggage cars, 187 freight cars, 5 flangers, 2 dining cars, 9 second-class cars, 6 postal cars, 51 vans, 11 snowploughs.

Mr. EMMERSON. These are cars repaired?

Mr. COCHRANE. That information was asked for.

The following cars received light repairs:—25 sleeping cars, 1 parlour, 53 colonist 17 postal, 13,212 freight, 2 motor cars, 15 dining cars, 18 official, 44 baggage, 22 vans, 94 first-class, 39 second-class.