

Mr. CARTWRIGHT said it was necessary, in the case of new railways, to have a certain amount of stores on hand. He thought the amount was properly charged.

Mr. TUPPER said he was satisfied that these stores should not be charged to Capital, but to Revenue Account, as the road had been in operation for more than a year.

Mr. CARTWRIGHT: Everything that is actually used goes to revenue; and, if, at the end of the year, this asset is diminished by \$15,000 or \$20,000, it will be charged against revenue.

Mr. TUPPER said he could quite understand the desire of hon. gentlemen to reduce the enormous deficit on this railway, which had been stated by the Minister of Public Works at about \$96,000.

Mr. CARTWRIGHT: It is \$100,000 a year.

Mr. TUPPER said that, under these circumstances, the deficit would really be \$150,000 instead of \$100,000 a year.

Mr. DOMVILLE said he entirely agreed with the hon. member for Cumberland. Stores should not be bought until required, instead of being placed in large quantities at various stations and store-houses. He knew of a large quantity of articles having been purchased for the Intercolonial which had been sold for old iron, though never used.

Mr. MACKENZIE: When were they bought?

Mr. DOMVILLE said he did not know when they were bought, but he knew when they were sold.

Mr. SINCLAIR said he was very glad to hear the explanation of the Premier regarding the vote. The road was about 200 miles long, and a large amount of stores was required. A station was greatly needed at Breadalbane, and he was glad to hear that one was to be built there at a cost of \$2,000. It was much needed.

Mr. TUPPER said it would be found on page 42 of the Minister of Public Works' Report, that \$36,594.38 had been paid for general stores for this

railway. This, then, was not opening this account, but it was to supply the annual demand.

Mr. CARTWRIGHT said they did not expect to expend \$240,000 a year on this railway, for if they did, the deficit would be \$140,000. They only anticipated an expenditure of \$200,000 a year. The officer charged with this account had considered that this vote should be charged to Capital Account, and, therefore, it had been so entered. He would, however, look into the point that had been raised, and revise the matter.

*Resolution read the second time and agreed to.*

On Resolution 246, Pacific Railway survey, \$130,000,

Mr. MACKENZIE said that an item of \$100,000 under this head had been placed in the regular Estimates; but Mr. Fleming, who had been absent at the time, had pointed out on his return that the vote was quite insufficient for the work of the year. Mr. Fleming reported that \$180,000 would be required for the Fraser Valley survey, and \$5,000 with relation to superintendence of telegraphic construction from Edmonton to Tête Jaune Cache and the revision of the location near the Saskatchewan. The sum of \$30,000 was also required for the revision of the location between Keewatin and English River. This had been instrumentally surveyed, but it was thought that the distance might be shortened by a slight deviation from the ascertained line. Some 40 or 50 miles from Pic towards French River, on a line which had been nearly explored, remained to be surveyed, and in this regard \$15,000 was required; a direct line was to be laid out to the point where the road would ultimately cross French River. The sum of \$230,000 in all was needed, and \$100,000 had already been voted.

Mr. PLUMB: How far north of the Sault does the line from Pic to French River run?

Mr. MACKENZIE said he would judge, in looking at the map roughly, that the distance was probably 70 or 80 miles.