

The MINISTER OF FINANCE. I am assured that in the report for the present year the situation will be improved.

Mr. BARKER. Distance lends enchantment to the view.

Mr. SPROULE. Are you taking them off one class of cars and putting them on another?

The MINISTER OF FINANCE. We are exchanging the old fashioned coupler for the modern appliance.

Mr. BARKER. Are you charging the whole cost to capital?

The MINISTER OF FINANCE. Yes; the old ones are used in repairs to the old cars.

Mr. BARKER. That will not do.

The MINISTER OF FINANCE. It is a fact.

Mr. BARKER. That is too thin.

Hon. Mr. HAGGART. On what principle do you charge changing draw-bars to capital?

The MINISTER OF FINANCE. It is a decided betterment.

Hon. Mr. HAGGART. But a thing of that kind is never charged to capital.

Mr. BARKER. Betterment is one thing and charging the whole cost is a very different thing.

Mr. INGRAM. Do you manufacture them in the shops at Moncton?

The MINISTER OF FINANCE. Some have been bought in Walkerville, some in Montreal, and some in the United States.

Mr. INGRAM. What becomes of the old draw-bars?

The MINISTER OF FINANCE. They are used in repairing old cars.

Mr. INGRAM. But if they are smashed they cannot be used.

The MINISTER OF FINANCE. Then they go into the scrap heap.

Mr. BARKER. And if they do go into the scrap heap does not the minister see that revenue is bound to replace them? He has no right to charge their replacement to capital. He has 900 old draw-bars, he throws them into the scrap heap, and he has not charged anything to revenue. The revenue of the company has got to replace the old ones, and if they are not worth replacing you must charge the difference between what it would cost to replace the old ones, and the cost of the new ones to capital account. Your revenue has to bear the expense necessary to replace the old ones.

Mr. INGRAM. I would like to know what railway system in Canada or the United States follows a system similar to that followed on the Intercolonial Railway?

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Or is this system followed on the Intercolonial Railway because the management can get a vote of government money whenever they want it? It is easier to buy new material than to replace the old, and charge it to capital account under these circumstances.

The MINISTER OF FINANCE. I cannot answer that.

Mr. INGRAM. Well, I think if a little common sense were applied that system would not be adopted merely because the money is voted so easily.

The MINISTER OF FINANCE. We do not find that the money is easily voted. We get it with great difficulty.

Mr. INGRAM. The managers of other railways do not get their money so easily.

Mr. BARKER. The hon. minister is not entitled to say that he cannot answer for that, because for two or three years past he has voted squarely in the House for the very things we are contending for, and he must take the responsibility for it.

The MINISTER OF FINANCE. I take the responsibility of it; but what I cannot answer is as to the affairs of other companies.

Mr. INGRAM. Surely the superintendent can give the information. Where are all these Master Car Builders' Associations we have heard so much about? Surely the government railways are not run without the managers having an interchange of ideas with the managers of other companies. Surely they are not conducting this railway on their own ideas, and not inquiring how other railways are conducted. Will the hon. minister say that any officer of the Intercolonial Railway associates with the officers of other railways and attends the meetings which are held occasionally with a view to finding out the best way to conduct the railway? I am afraid there is something wrong about this whole business.

Intercolonial Railway—new machinery for locomotive and car shops, \$8,000.

The MINISTER OF FINANCE. The details of this are as follows: Ferguson fuel welding furnace, operated by oil as fuel, \$200; 300 horse-power engine, \$3,000; buzz planer, \$120; 100 horse-power engine, \$1,500; turning lathe to take 16 feet between centres, \$1,600; little giant pneumatic drill, \$40; combination cold saw cutting-off machine, \$1,000; belting, &c., \$540. The machinery asked for is of the latest and most improved design, and is to facilitate the repairs of locomotives and cars. The present engines are too small to furnish power required to run shops with the new machinery placed and enlargements made, and it is proposed to replace them with engines asked above. The present engines will be used at other points on the line.