

Mr. FOSTER. I know less now of the real circumstances of the case than I did before my anxious friend made his impassioned appeal before we voted any further supplies. I wonder if the hon. gentleman is thoroughly enlightened now after the minister's statement; for my part I cannot tell for the life of me whether these coloured people are to be allowed to come in or not. The only idea I have from the statement of the minister is, that he is above the law in that he winks at it if a man is going on a farm, but he stares at it in a very different way if the man is not going on the farm. If we have a law, and regulations framed under it, is the minister administering the law and regulations or is he not, and if he is will these coloured people be allowed to come in.

Mr. PUGSLEY. Their colour won't keep them out.

Mr. FOSTER. I have not been able to understand whether it will or not.

Mr. OLIVER. I was trying to explain what the Minister of Public Works said—these people will not be kept out because of their colour and neither will they be admitted because of their colour if they are otherwise undesirable.

Mr. FOSTER. What makes them undesirable?

Mr. OLIVER. The conditions are described in the statute and regulations.

Mr. FOSTER. That relieves me to some extent because the minister said at first that he would go outside the law if he thought it best not to let a man in, but he would keep a good way inside the law if he thought the man should come in. Now he says he administers the law and the regulations according to their text.

Motion agreed to, and House went into Committee of Supply.

Intercolonial railway, airbrake, improved triple valve, \$7,150.

Mr. RHODES. Is this for passenger equipment?

Hon. GEO. P. GRAHAM (Minister of Railways and Canals). For freight as well. These cost about \$5.50 each and this vote will do about 1,300 cars next year.

Mr. BLAIN. How many years to complete?

Mr. GRAHAM. Eight or nine.

Mr. RHODES. What are the other large roads doing with respect to these valves?

Mr. GRAHAM. They are all adopting them.

Strengthening bridges, \$29,000.

Mr. STANFIELD. What bridges will be strengthened?

Mr. GRAHAM. This is to strengthen the spans on a number of bridges. We took \$61,000 last year and \$20,000 of this is a revote.

Mr. RHODES. Is the work done by contract or day labour?

Mr. GRAHAM. We buy all the material by tender and contract, and then we do the work with our own staff.

Mr. BLAIN. How many years has this strengthening of bridges been going on, and is there likely to be any end to it?

Mr. GRAHAM. It will go on as long as we increase the weight of the rolling stock. The bridges were made to carry a certain weight, and as the weight of the rolling stock is increased, they have to be made stronger. It is possible that when we get through with this work we may have to make the bridges still stronger.

Mr. BLAIN. Is that the usual course?

Mr. GRAHAM. Yes. I was speaking to Mr. McNicoll only an hour ago, and he told me that his company the Canadian Pacific railway was strengthening a great number of bridges this year.

Mr. BLAIN. What is done with the old bridges?

Mr. GRAHAM. The wooden ones are of no use. The steel ones are not taken out, but are strengthened.

Mr. BLAIN. A few years ago, when Mr. Blair was Minister of Railways, there was some discussion as to what was done with the old steel bridges, and he said they were taken away and placed at other parts of the railway, perhaps on the branches where the rolling stock was not so heavy.

Mr. GRAHAM. Both systems are adopted. Where a bridge is so light that it cannot be strengthened, it is taken out. If we can use it on another part of the line, or on a branch, we do so. If we cannot use it, we scrap it.

To increase accommodation at Campbellton, \$150,000.

Mr. GRAHAM. Campbellton is where we had the very destructive fire. Up to the end of the present year we shall have spent there a little over \$100,000. We are making a somewhat new departure here. The cost of the old station, with the freight and freight sheds which were burned, was about \$76,000, and this loss is being paid out of the revenue of the year. So that the capital vote will only be for the increased accommodation above that. The new works will cost \$327,000 all told. We are having a large modern yard, a new station, and a large engine house.