

Rolling stock, \$698,500.

Mr. OSLER. The minister promised certain returns of figures before the item was taken up.

Mr. EMMERSON. I was asked by my hon. friend from Toronto (Mr. Osler) to give the expenditure on the Intercolonial Railway in connection with rolling stock on capital account since 1896. The figures are as follows:

1896-7..	\$ 14,996 04
1897-8..	54,565 97
1898-9..	619,999 26
1899-1900..	533,223 40
1900-01..	1,563,705 77
1901-2..	2,066,879 38
1902-3..	254,694 38
1903-4..	643,020 83

Total.. 5,751,085 03

There are two heavy locomotives purchased before 1897-8 on which there was paid in that year a small balance of \$389.60. This purchase had been made some few years before the balance was outstanding.

In 1897-8 two dining cars were purchased at a cost of \$10,944.95. In 1899-1900 refrigerator cars were purchased to the extent of \$30,016.69, making a total of \$5,792,441.27. In answer to the inquiry of my hon. friend from Hamilton (Mr. Barker), I may read to him the following statement of rolling stock on hand:—

	30th June, 1896.	30th June, 1904.
Locomotives.. . . .	204	302
Passenger cars.. . . .	276	367
Freight cars.. . . .	6,667	10,107
Snow ploughs, &c.. . .	77	86
To be rebuilt—		
Locomotives.. . . .	None.	3
Passenger cars.. . . .	None.	3
Freight cars.. . . .	198	265
Snow ploughs.. . . .	None.	1

Mr. OSLER. What is the rule when a car or engine is absolutely destroyed and has to be replaced ?

Mr. EMMERSON. The cost of rebuilding or replacing is charged to revenue.

Mr. BARKER. The return just read carries out what I said last night, namely, that the hon. gentleman is getting back, as regards the condition of rolling stock, to the good times left by my hon. friend from South Lanark (Mr. Haggart). In 1896 the freight cars out of work were 198. We got continuously worse every year until this year, 1904, when we have got back to some extent to the condition under the late government, the hon. gentleman has brought the number down to 265. He knows that every year from 1896 the number of freight cars and others out of service and absolutely off the list increased until a year ago there were 555 out of service. That is what I have been complaining of all the time, and

I gave the hon. gentleman credit yesterday of trying to get back to the good days of the Conservative government.

Steel rails and fastenings, \$380,000.

Mr. BARKER. The hon. minister promised us an explanation of this.

Mr. EMMERSON. I have been unable to get the exact data of the amount charged to maintenance on the one hand and to capital on the other, if any were charged to capital, but I am having a statement prepared of all that was purchased and shall bring it down before the supplementaries are submitted. We shall unquestionably require a further vote in regard to steel rails ; and if I should consider that our policy should be on the line indicated by my hon. friend, I shall certainly follow his advice.

Mr. BARKER. Does the hon. minister want us to pass this item ?

Mr. EMMERSON. Yes.

Mr. BARKER. And if in the meantime, before the supplementaries come down, he should find that, according to the proper method of keeping accounts, this should be charged to revenue, will he revise his method ?

Mr. EMMERSON. It will be too late to revise it as regards this item but my hon. friend will get the benefit of it.

Mr. BARKER. Could we not revise the item when going into supplementary estimates ?

Mr. EMMERSON. The item could not very well be revised on account of its being in the main estimates then, but as regards any future vote, I shall be governed by what I consider to be right in the matter.

Mr. BLAIN. How does the quality of steel rails made in Canada compare with those imported ?

Mr. EMMERSON. I am informed by my officer, that, so far as their experience has gone, our Canadian steel rails are certainly equal to any imported.

Murray harbour branch and Hillsborough bridge, \$357,400.

Mr. EMMERSON. Last year we asked \$650,000. We are asking now \$357,400. The estimated cost of the bridge was \$1,494,097.15.

Mr. A. MARTIN. In 1898, if my memory serves me well, the cost of the bridge was \$750,000. I think that 'Hansard' will bear me out in that.

Mr. EMMERSON. The matter has been repeatedly referred to. And I know that, last session when we asked for this vote, the matter was again gone into. I am not familiar with what was done in the past. I am only speaking of the figures giving the total cost of the bridge and the esti-