

where a car, pullman or otherwise, is thrown off the track, fires often occur from this cause.

Mr. GRAHAM. Experts tell me that very few fires can be traced to the Pintsch gas.

Mr. SCHAFFNER. I do not know about that, but I think there have been cases where cars have been fired from the light. If there is any means of avoiding fires of this kind it is a matter that should engage the attention of the government.

Mr. GRAHAM. I think that is so.

Rivière du Loup—engine house, &c., \$63,720.

Mr. GRAHAM. This is a revote of an unexpended balance. The proposed outlay was \$153,500, but that was reduced to \$113,000.

Mr. CROCKET. Does that cover the whole expenditure for this work?

Mr. GRAHAM. Yes.

Robinson's Crossing—subway at, \$6,000.

Mr. GRAHAM. This is to get rid of a dangerous level crossing at this particular point. Careful estimate makes the cost \$5,040.

Mr. BARKER. On a public road?

Mr. GRAHAM. This is on a much travelled public highway in Nova Scotia.

Mr. RHODES. I asked the minister yesterday to have his deputy in passing through Amherst look into the question of a crossing there.

Mr. GRAHAM. We work in our department even more rapidly than that. We have written to get particulars and see if it will be feasible.

Mr. STANFIELD. I asked the deputy minister to look into a crossing at Densmore.

Mr. GRAHAM. The deputy tells me he has some notes, but he will look the matter up and let my hon. friend know.

Side ladders for box cars, \$1,000.

Mr. LENNOX. Are not all the cars now equipped with ladders?

Mr. GRAHAM. You can only put the ladders on the cars as you get the cars in the shop, and this is about as many as we can get in during the year. It costs about \$2.50 a car, and of course the side ladders go on all new cars.

St. John—to increase accommodation at, \$46,150.

Mr. DANIEL. Where is that to be spent?

Mr. GRAHAM. Freight car repair shops, addition to freight sheds, steam heating for

office, and granite paving for roadways around station. The expenditure to date at St. John by the Intercolonial railway has been \$2,681,941.26.

Mr. DANIEL. Since confederation. That is about one-half the amount spent at Halifax.

Mr. CROSBY. We are not a bit jealous of St. John, but I see here you are having repair shops put there. You intend them to repair cars at St. John and not take them to Moncton? That is exactly what I asked in regard to Halifax.

Mr. GRAHAM. While we call it a repair shop, it is only a rough building to enable light repairs to be made that cannot be made in the open.

Mr. CROSBY. Just so that St. John can get in out of the rain; that is all right.

Ste. Rosalie—improvements at, \$8,500.

Mr. BARKER. Will that complete?

Mr. GRAHAM. Yes.

Sydney Mines—diversion, \$100,000.

Mr. GRAHAM. This is the item to which my hon. friend from Sydney (Mr. Maddin) referred yesterday. He was evidently under the impression that we had not an item to provide for this. This is a diversion of some 8½ miles. It is proposed to run the trains back from George river to Sydney mines. It will get rid of one of the worst grades we have on the line and also of a branch line. The expenditure last year was \$2,500 but this year we intend to proceed more vigorously and are asking \$100,000.

To increase accommodation and facilities along the line, \$38,700.

Mr. GRAHAM. This is to provide for an engine house at Blackville, a station at Little Metis, yards for feeding cattle at Ste. Flavie, a station at Cape St. Ignace, snow fences at several points, a track scale, \$2,500.

Mr. BEAUPARLANT. Although the hour is rather late, I would ask the indulgence of the committee while I make some observations which I think may properly be made on this particular item. According to a statement made by the minister recently he is giving some consideration to the providing of a remedy to the present system of prosecuting claims for damages against the Intercolonial railway by people living along the line—damages caused by fire, killing of cattle, &c. I understand that I cannot move an amendment at this moment, but what I wish to do is to make a suggestion for the avoiding of useless costs which are specially regrettable in claims for damages to small