

Mr. HACKETT. Is the Westinghouse brake to be applied to all trains on the Prince Edward Island railway?

Mr. EMMERSON. As my hon. friend will see there is an item for that purpose and we are putting them on as fast as the finances will permit.

Prince Edward Island Railway—To apply Westinghouse air brakes and air signals, \$35,500.

Mr. EMMERSON. The amount asked for this year is \$35,500. This amount is to equip locomotives and cars with the Westinghouse air brake. The passenger cars are at present equipped with the vacuum brake? This system has gone out of use elsewhere. It has not the power of the compressed air break in retarding the progress or stopping a train and it has only an atmospheric pressure of 15 pounds to the square inch, while the air brake has a pressure of from 60 to 80 pounds to the square inch. The expenditure for 25 locomotives at \$534 each \$13,350, for six passenger cars at \$140.50 each \$8,507 and for freight cars, 413 at \$85 each, \$35,105. The total estimated cost is \$57,025. The appropriation over the estimated expenditure for 1903-4 was \$21,600. That leaves to be voted at this session \$35,500. It will really be \$35,425, but these are estimated amounts and I therefore make it in round figures.

Mr. BELL. Will that equip the whole of the service?

Mr. EMMERSON. That will equip the whole of the service.

Mr. SPROULE. Is this done by contract or day labour?

Mr. EMMERSON. The air brakes are purchased from the Westinghouse Company of Hamilton, Ontario, at their fixed, standard price. They are taken to the island and there put on the cars by the workmen in the machine shop connected with the Prince Edward Island railway.

Mr. SPROULE. What do you pay for the air brakes?

Mr. EMMERSON. Of course these items include the cost to apply. The cost of equipping a locomotive is \$534, and a freight car is \$85.

Mr. SPROULE. What do you pay for the air brake?

Mr. EMMERSON. I have not the figures as to what they charge, but I will furnish them to my hon. friend. The price can be ascertained from the bills that have been received. It is the standard price that is paid by all companies. This is a patent and it is not a matter in which there is any competition.

Mr. SPROULE. I take it there will be no competition in it because the company which hold the patent will necessarily have the only authority to sell this article and they will sell at their own price, but a

statement of the price will enable us to ascertain whether we are paying more than the price which is paid by an ordinary railway company.

Mr. EMMERSON. I think we pay the standard price which is paid by other roads. I will furnish my hon. friend with that information.

Mr. SPROULE. There are several appliances for the safety of the employees of the road to put on freight and passenger cars nowadays. I would ask the hon. minister if the government have considered the advisability of equipping the Intercolonial Railway the same as the best roads owned by private corporations are being equipped to-day for the safety of the employees?

Mr. EMMERSON. The general manager says they have on the Intercolonial railway all the appliances for the safety of the employees that are in general use on railways in Canada.

Mr. SPROULE. Automatic couplers, side ladders and all that?

Mr. EMMERSON. Yes.

Mr. WILSON. I presume you buy these air brakes ready to attach to the cars. I was going to ask the hon. gentleman how much he figured as the cost of attaching the air brake to the car.

Mr. EMMERSON. We buy the break complete with the exception that it has to be applied to the car and we pay all the cost of that, the necessary labour, piping and also the freight from the works at Hamilton.

Mr. WILSON. The hon. minister in estimating what this will cost surely must take into account what it will cost to attach the air brake to the car when he gets it. He has men in the shop attaching the air brake to the car, and if so, does he pay the same as a contractor would?

Mr. EMMERSON. For a locomotive the whole cost is \$534, and for a passenger car it costs \$140.50 complete.

Mr. WILSON. You ought to be able to divide that up.

Mr. EMMERSON. And for a freight car \$85. This is only a question as to the invoice price we pay. I have not that information, but I have promised to bring before the committee to-morrow or at the next meeting when we have the railway estimates under consideration, that return.

Mr. WILSON. I understand that the minister promises to bring down a detailed statement of the cost of the whole thing?

Mr. EMMERSON. Yes.

Mr. WILSON. That will be satisfactory.

Mr. SAM. HUGHES. Are the engines on the Prince Edward Island Railway fitted with the air brake?

Mr. EMMERSON. This includes a vote for that purpose.