

and no predecessor of the present Minister of Railways has ever attempted to charge such things to capital account. Why, you are beginning to charge now the public buildings you are constructing throughout the Dominion to capital account. Take the estimates, and you find it stated there that they are charged to capital account. You are building court-houses and custom-houses, and charging them to capital account. Do you mean to tell me that that has been done before or since confederation? These expenditures have always been charged to current revenue, but in order to give the people an idea that the expenditure is kept down, you are charging to capital account that which has always been paid out of ordinary revenue in the past. Go on in that way and you will have no ordinary expenditure at all.

Hon. Mr. WATSON—With regard to the charge made for re-railing the Intercolonial Railway, I think it is right and proper that the government should charge to capital account the 80 pound rails on the Intercolonial Railway, because the 56 pound rails are not worn out. They are worth almost as much as they were when new. It is certainly right and proper to charge the new and heavier rails to capital account. It is not that the old rails are worn out, but that the necessity of traffic requires a heavier rail, and I suppose the old rails are put on other lines owned by the government.

Hon. Sir MACKENZIE BOWELL—Of course, if the hon. gentleman thinks so, there is an end to the argument.

Hon. Mr. DANDURAND—We always hear of the sum total of the budget, but the amounts which were included in the appropriations of last year, and which are re-voted now, should be deducted when you want to hold the government responsible for the sums belonging to this year, because there are over four million dollars in re-votes with which the government was debited last year, and these four million dollars should not be counted twice against the government.

Hon. Mr. LANDRY—They do not count that against last year if the amounts were not spent.

Hon. Mr. MILLS—You counted them.

The motion was agreed to, and the Bill passed through its final stages.

ANIMAL CONTAGIOUS DISEASES BILL.

WITHDRAWN.

The Order of the Day being called,

Committee of the Whole House on Bill (127) 'An Act to amend the Animal Contagious Diseases Act.'

Hon. Mr. MILLS moved that the Order of the Day be discharged.

The motion was agreed to, and the Order was discharged.

MONTREAL AND SOUTHERN COUNTIES RAILWAY BILL.

SECOND READING.

Hon. Mr. DANDURAND moved the second reading of Bill (112) 'An Act respecting the Montreal and Southern Counties Railway Company.'

Hon. Mr. MACDONALD (P.E.I.)—Bills of this kind should have been in here at a much earlier period, and I am surprised that the Senate should consent to the passage of Bills introduced at the very last moment of the session—Bills for which no reasonable explanation has been given to show why they were not in at an earlier period. How is it possible for the House to look into Bills like this, involving such complicated questions as appear to be connected with the Bill under consideration.

The SPEAKER—If the hon. gentleman will allow me to suggest, the committee to which the Bill must be referred will not be required to report this session.

Hon. Mr. DANDURAND—I explained yesterday why this Bill came so late. It had its second reading about six weeks ago in the House of Commons, and was referred to committee and reported to the House, and was sent to the Committee on Standing Orders to be examined in conjunction with the petition, and was returned to the Railway Committee, and through these various movements the Bill was only passed yesterday in the Commons. The promoters used all due diligence, and it was no fault of theirs that the Bill was delayed in the House of Commons.

The motion was agreed to, and the Bill was read the second time.

Hon. Mr. DANDURAND moved the suspension of the rules in so far as they relate