

was it then, that the minister made the statement last year or the year before that the total expenditure would be only about \$600,000.

The MINISTER OF FINANCE. The figures are certainly in excess of those the hon. gentleman mentions. I do not recall what the minister said. In view of the figures, \$600,000 would fall very short. I think there must have been some misunderstanding as to what the minister said.

Hon. Mr. HAGGART. The hon. minister spoke at that time about the contracts that had been made with the Hamilton Bridge Company and some others, and about the trouble he had to get the work done, and evidently speaking about the two bridges, the Miramichi and the Restigouche, said:—

We have only expended \$225,000 out of the \$600,000 which it was originally estimated it would require.

The MINISTER OF FINANCE. That would be far short of the actual—

Hon. Mr. HAGGART. Just about half.

Mr. LEFURGEY. Before we pass this item, I would like the committee to fully understand the method of bookkeeping of the Intercolonial in this matter. I think the minister has acknowledged that the illustration I gave of the bridges is practically the way they are keeping their capital accounts. The Intercolonial charges to capital many items such as a man in keeping his accounts of his own business would charge to the expenses. That being so it can easily be understood how the Minister of Railways and Canals has been able to show a surplus on the Intercolonial. If the people fully understand this, they will certainly condemn the administration for this attempt to deceive them by their method of bookkeeping.

Intercolonial Railway—air brakes to freight cars, \$25,000.

Hon. Mr. HAGGART. The minister promised us, when this item was under discussion before, that he would give us a full account of how many freight cars were to be furnished with air brakes, and the cost. We would like to know also whether this is done under contract or whether there is a supply on hand.

The MINISTER OF FINANCE. The contractor is the Westinghouse Air Brake Company of Hamilton, Ontario. The total number of freight cars, June 30th, 1902, was 9,689. The number equipped with air brakes at that time was 5,568; so that there remained to be equipped 4,121. There were equipped in the year 1902-3, 449 cars, so that at the end of the year there remained to be equipped, 3,672 cars. The average cost per car is about \$50.

Hon. Mr. HAGGART. When will this work be completed, and what will it cost?

The MINISTER OF FINANCE. About one-third of the total number remain to be equipped, so it will take several years.

Mr. INGRAM. What is the contract price?

The MINISTER OF FINANCE. I am informed that is the schedule price which the Westinghouse establishment charges to all railways.

Mr. INGRAM. What is the cost per car for the air brake, and what is the cost of the draw-bar?

The MINISTER OF FINANCE. About \$50 per car for the air brake, and \$40 for the draw-bar.

Mr. INGRAM. The ex-Minister of Railways and Canals last year stated that the air brakes would cost about \$40 and the draw-bars \$25. There ought to be some reliable figures.

The MINISTER OF FINANCE. Perhaps the difference arises from the fact that the one item includes labour of putting on the brakes, while the other does not.

Mr. BARKER. The minister says there are 9,609 freight cars. Is that the total stock-list of freight cars?

The MINISTER OF FINANCE. Yes.

Mr. BARKER. Well, there are several hundred freight cars out of service that will have to be purchased or rebuilt. Does the hon. gentleman include these in the number for which he is going to take a special vote?—because nowadays, the hon. gentleman knows, he can buy them equipped with all these appliances. I would like him to explain that, so that we may not be putting four or five hundred too many on one side of the account.

The MINISTER OF FINANCE. The figures I quoted include every car on the list.

Mr. BARKER. Then the cars out of service, there are 400 or 500 of them, will be bought as new cars, and they will be bought, no doubt, with the full equipment of modern cars. The hon. gentleman will not want to buy the Westinghouse equipment to put upon them as if they were old cars.

The MINISTER OF FINANCE. I am told that when the cars get out of service they will be rebuilt in the shops and charged to renewals, with the exception of the air-brakes, which will be charged to capital in as much as the old cars did not have the air-brakes.

Mr. BARKER. This is an opportune time, as the general manager is here, to ask why they have not already been dealt with in that way instead of the government buying new cars.

The MINISTER OF FINANCE. It is because of the increasing business of the