

portion of our machinery had been bought in the United States. Of course a good deal was purchased before the present minister took the office.

Mr. CROSBY. Is the minister providing at Halifax such machinery as this item is intended to provide at Moncton?

Mr. GRAHAM. We are not doing the work at Halifax for which this machinery is required, and consequently it is not required there.

Original construction, \$800.

Mr. GRAHAM. This is an item which has been in the estimates from time immemorial. It is for the purpose of meeting land damages and claims not settled.

Mr. FOSTER. What was paid last year?

Mr. GRAHAM. I do not think anything was paid out of it last year.

Mr. STANFIELD. I would suggest to the hon. minister a method of getting rid of this \$800, and at the same time of doing an act of justice. In 1902, a man was killed in the Truro yards. He was working on the coal chutes when an engine started up and the man got jammed in a coal shed and was killed. The department offered the widow, who has ten children, \$100 to settle the claim. Had it been the case of an ordinary company, the widow could have sued and got heavy damages. I would ask the minister to take this case into consideration and see if he cannot do anything. It is certainly one which calls for compensation. The name of the widow in question is Mrs. Charles MacNutt.

Mr. GRAHAM. I do not know anything of the details, but I should imagine that there was no legal liability and that the \$100 paid was for two months salary usually given servants of the railway in such cases.

Mr. STANFIELD. If a cow were killed on the track, the government would give as much compensation as it did in this case. I am asking that something should be done in justice to this poor woman whose husband lost his life in the government service.

Pintsch gas apparatus, \$6,000.

Mr. DANIEL. Is this considered perfectly safe apparatus or is it liable to cause fire? I notice that in the case of the terrible accident out west, two or more cars caught fire. Whether that was due to the Pintsch gas apparatus or not, I do not know. If anything can be done to prevent cars taking fire in case of accident, it ought to be done.

Mr. GRAHAM. This is a matter to which I have given some little attention. In every train I go on and every car I enter, I first try to investigate the light. Railway ex-

Mr. RHODES.

perts tell me that outside of electricity, which at present seems impracticable for general use, the Pintsch gas is the safest light known.

Mr. DANIEL. What caused the cars to catch fire after the accident out west?

Mr. GRAHAM. I do not know, but that accident occurred in the day time when there was no light burning.

Mr. CONMEE. Was there not a stove?

Mr. GRAHAM. There may have been.

Mr. RHODES. Is this light safer than what is used by the Canadian Pacific railway?

Mr. GRAHAM. It is the same gas.

Mr. RHODES. In travelling by the Intercolonial railway, one cannot read at night. The Pintsch gas system installed on that line is not a good light, and many travellers take the Canadian Pacific railway in preference, because the light is better.

Mr. GRAHAM. I believe there is an improved mantle on the Canadian Pacific railway, but we are seeking to improve the system on the Intercolonial railway. We have been studying the question of improving the lighting of the cars. It will make the cars lighter, but there is another feature that with the mantles the consumption of gas is not so great, so that it is an economy.

Mr. STANFIELD. I would like some light on this question of compensation of the widow of whom I have spoken.

Mr. GRAHAM. I do not know anything about the case at all, but I will go through the files and investigate if my hon. friend thinks I should. It has no doubt been dealt with by the Railway Department and the Justice Department before our day.

Mr. STANFIELD. The unfortunate part is that the accident happened in 1902 and before it was handed over to me it was outlawed. If the minister will allow me I shall send him a full statement and he can take it up.

Mr. SCHAFFNER. Has the matter of the lighting of cars by electricity been carefully considered. I understand that it is expensive.

Mr. GRAHAM. Some individual cars are lighted by electricity—generating their own electricity as they move, but it is a bit unreliable, it is expensive, and makes the hauling of the car a little more difficult. It is really impracticable for general use on a whole train.

Mr. SCHAFFNER. There is no doubt that as the cars are now lighted there is great danger from fire. In case of accident