

The MINISTER OF FINANCE. Cars are purchased in Canada whenever they can be obtained here, and always by tender.

Mr. FOWLER. As to the system of stock-taking, if the replacement of cars were charged to maintenance, the system of taking the cars at cost would be fairly correct. But where the replacement is charged to capital, as on the Intercolonial, to take the cars at cost does not give a fair estimate of the present value of the rolling stock. An ordinary railway is supposed to keep its rolling stock up to the original valuation, and, in the case of such a road the valuation at cost would be fair. But that is not the system on the Intercolonial, and to take the cars at their original value would be to represent the rolling stock at a much higher value than it actually has.

The MINISTER OF FINANCE. The hon. gentleman is mistaken in his assumption that all these renewals and repairs are charged to capital. That is not so; on the contrary, once a car is bought on capital account it has to be maintained, and the maintenance is charged to current account. Only additional purchases or improvements are charged to capital.

Mr. FOWLER. Where do you draw the line? For instance, in the matter of lighting, you put in electric light and charge it to capital. Soon after that you throw out that system and put in the Pintsch system, and charge that to capital. If, next year, some better system is invented, you discard the Pintsch and put in the new one and charge that to capital. You will have all these changes, costing an average of say \$800 or \$2,400 per car, charged to capital. In view of the hon. minister's explanation of this subject, I think I was justified in the assumption I made.

The MINISTER OF FINANCE. There may be some room for the hon. gentleman's point as respects the lighting; that may be a matter of discussion. But as respects the general maintenance, I can assure him that it is not so charged.

Hon. Mr. HAGGART. Some time ago when the minister was making a statement as to the benefit accruing to the Intercolonial from the cars that were being procured, I said I thought most of the small railways in Nova Scotia had their rolling stock virtually supplied by the Intercolonial. I find full confirmation of that in the return. For instance, here is the railway of the Dominion Iron and Steel Company, the number of cars of the Intercolonial they had was 59 for 297 days; and we had ten of their cars for fifteen days. The Sydney and Louisburgh road had eighty-four cars for 281 days; we do not appear to have had one of theirs at all. The Nova Scotia Steel Company had 135 cars for 1,073 days, but the Intercolonial does not seem to have had any other of theirs. The Inverness and Richmond Railway had

Mr. BLAIN.

115 Intercolonial cars, and we had six of their cars for thirteen days. The Dominion Atlantic Railway had thirty-three of the Intercolonial cars, but we do not seem to have had any from their road. The Quebec Central Railway had 137 Intercolonial cars for 1,936 days; and we had seventeen of theirs. Under the system in use, it would appear that these concerns are supplied with Intercolonial cars to run their roads.

Mr. DEPUTY SPEAKER. Carried.

Hon. Mr. HAGGART. No, I want to know what is the reason for this.

The MINISTER OF FINANCE. The traffic goes in that direction. Take Cape Breton for example, the cars go down loaded with the produce of the west, and then they are sent to these various coal mines where they are loaded with coal to come back. The traffic is chiefly going down, and when the cars are there they want to make some use of them.

Mr. FOWLER. Do you charge anything for the use of these cars?

The MINISTER OF FINANCE. The usual charge is 20 cents per day.

Mr. BLAIN. Is any portion of these \$637,000 for the purchase of freight cars?

The MINISTER OF FINANCE. No.

Hon. Mr. HAGGART. I suppose all this, the supply of cars, buildings, and everything else, is done in the usual way by contract and tender?

The MINISTER OF FINANCE. Yes, all are matters of public tender.

Mr. FOWLER. Where will these cars be built for which you are asking this appropriation?

The MINISTER OF FINANCE. They will be built either in Ontario or Nova Scotia.

Increased accommodation at Stellarton, \$32,000.

The MINISTER OF FINANCE. That item is made up as follows: New station, \$16,000; machine shop, \$4,500; car repair shop, \$4,000; building to store wrecking train, \$1,500; building for stores and offices, \$3,500; engineer inspection, \$2,500; making a total of \$32,000. Stellarton is an important junction and locomotive station, the centre of the Pictou coal fields. A large business is done in connection with the coal trade, and it is necessary to do considerable repairing of cars.

Hon. Mr. HAGGART. There were \$32,000 spent last year.

The MINISTER OF FINANCE. The appropriation last year has been largely spent in providing yard room and an engine house. The present appropriation will finish all that is contemplated.

Mr. FOWLER. When was the old station built?