

Sir RICHARD CARTWRIGHT. I think 10 per cent. was to be reserved until the work was completed.

Mr. POPE. Not on the subsidy, but on the loan.

Sir RICHARD CARTWRIGHT. I thought there was a certain percentage reserved on the subsidy.

Mr. POPE. No, not on the subsidy.

Sir RICHARD CARTWRIGHT. Perhaps the hon. gentleman will state how many miles remain to be completed at the present time—how many miles are in such a state that they cannot be accepted just now.

Mr. POPE. There are about 200 miles to be completed. I think there are about 140 on which the track is laid and to be completed in October.

Sir RICHARD CARTWRIGHT. Where do these 200 miles lie?

Mr. POPE. In the Selkirks and west of them.

Sir RICHARD CARTWRIGHT. At this present moment what is the position north of Lake Superior? Are the company actually running bi-weekly or tri-weekly trains?

Mr. POPE. They are not running trains; they are doing so much ballasting and that kind of work that they cannot run trains yet, but they expect to run them in October.

Sir RICHARD CARTWRIGHT. What information does the hon. gentleman possess as to when they will be able to run trains from end to end?

Mr. POPE. I could not fix a time earlier than October.

Sir RICHARD CARTWRIGHT. Does the hon. gentleman expect it then?

Mr. POPE. Yes.

Sir RICHARD CARTWRIGHT. The hon. gentleman was to have given some information asked for by the hon. member for West Durham, touching a certain deviation of part of the road which was swept away, or was in danger of being swept away by an avalanche, and as to what length would have to be substituted.

Mr. POPE. There will be a change in the road of about 18 miles. The engineer reported that the further he considers the matter, the better he likes the change; that it will prevent, at all events, all bad snow slides and things of that kind, and will be a better road.

Sir RICHARD CARTWRIGHT. Do I understand the Minister to say that 18 miles comprises the total amount of new road, or that 18 was the distance added?

Mr. POPE. That is the new road. About 3½ miles is the additional distance.

Sir RICHARD CARTWRIGHT. Does the hon. gentleman know the grade along these 18 miles?

Mr. POPE. About 160 feet.

Sir RICHARD CARTWRIGHT. Not along the whole 18 miles?

Mr. POPE. No; that is the maximum.

Mr. SHANLY. Are these 18 miles so far advanced in construction as to lead to the expectation of being finished this fall?

Mr. POPE. Yes, in October.

Intercolonial—Miscellaneous works..... \$6,000

Sir RICHARD CARTWRIGHT. That is a very small amount considering the sums we have had to vote for the Intercolonial Railway. But again, although it appears to be of little use, I must call attention to the inexpediency of taking these little votes on capital account. Surely \$6,000 is hardly the sort of sum which should fairly go to

Mr. POPE.

capital account. In all cases where we make a charge to capital account, it should be for some important, definite, specific object.

Mr. POPE. That has always been the annual vote.

Sir RICHARD CARTWRIGHT. That is just what I object to. When the hon. gentleman or his predecessor has got into a tight place in the management of the Intercolonial, the recourse has been to charge as much as has been wanted to capital account. The consequence has been—not solely from that cause, of course—that our Intercolonial capital account has swollen steadily by millions of dollars a year, of which these little items in the long run go to make up an appreciable part. A few years ago it amounted to \$36,000,000; it is now up to \$45,000,000, and I fully expect to see it up to \$50,000,000 within the next three or four years.

Mr. POPE. The hon. gentleman will see that any branches we build are charged to capital account.

Sir RICHARD CARTWRIGHT. We are not going to build branches with \$6,000.

Mr. POPE. I was speaking of capital account generally.

Mr. MULOCK. What are the items that make up this sum.

Mr. POPE. General expenses.

Mr. MULOCK. I understood it was on capital account; what are the items of the capital account?

Mr. POPE. It may not be expended, of course. It often happens that there are claims extending as far back as the time the road was built, and it is a proper thing to charge them to capital account. If they are large claims we will come to the House with them.

Mr. MULOCK. Is this \$6,000 to pay claims?

Mr. POPE. Anything of that kind.

Mr. MULOCK. What is meant by the term claim?

Mr. POPE. They might be land claims that remained unpaid; they might be damages for right of way, damages for water, and all that sort of thing.

Mr. MULOCK. Is that the nature of the indebtedness for which this \$6,000 is asked?

Mr. POPE. I say any small claims of that kind may be paid out of this sum. There may be larger claims brought before the House.

Mr. MULOCK. The hon. gentleman is asking for \$6,000 to be applied on capital account. There must be a foundation for his request. It will not do to say that there may be a case. The hon. gentleman gives us a suppositious foundation for his request, but before the House is asked for \$6,000 or any other sum to be expended on capital account, I think the committee has a right to know what it is for.

Mr. POPE. I have answered the hon. gentleman as well as I can.

Mr. MULOCK. I am sorry the hon. gentleman has exhausted himself in this little effort. He says there may be cases, but his explanation is absolutely nothing; he does not mention any purpose for which this sum is asked, and I think the committee will not be justified in voting it when he tells us that he is absolutely unable to give us any statement of what is the nature of the account for which this money is asked. His deputy is there, and he could tell us. He has stated it may be this or that, but he has not told us what it is for.

Sir JOHN A. MACDONALD. The hon. gentleman ought to understand that this is not a vote for actual work done,