

SUPPLY—RAILWAYS AND CANALS—*Con.*

*Haggart, Hon. John G. (Lanark, S.)—Con.*

ed size of locomotives—9385. Or the Drummond County Railway?—9388. The minister anxious to explain—9389.

Subway near St. Fabien, \$7,650—1980.

*Barker, Sam. (Hamilton, East)—1981.*

Just like this item of \$125,000 which hides everything—1981.

*Emmerson, Hon. H. R. (Minister of Railways and Canals)—1980.*

This amount is required for a public road near St. Fabien station—1980. It crosses the railway at a point where everything is hidden from the approaching traveller until he is on the track—1981. No; this is a spur line in connection with the loading and gathering up of lumber for the benefit of the traffic—1982. I am not sufficiently acquainted with the details to make a definite statement as to this point—1983.

*Foster, Hon. Geo. E. (North Toronto)—1981.*

You built a branch line of seven miles in length down to the St. Lawrence—1981. What is the policy of the I.C.R. in reference to branch spurs?—1982. There must be a general policy in connection with this work all through—1983.

*Hughes, Sam. (Victoria and Haliburton)—1982.*

Does it runs to anybody's mill?—1982.

*Taylor, George (Leeds)—1982.*

We want to know why Emmerson is building another spur within a mile of it running down to the same Rivière Ouelle—1982.

Time table—6829.

*Daniel, J. W. (St. John City)—6827.*

I would like to ask the attention of Emmerson to the new time table—6827. I cannot see what advantage there would be in the change—6828. I was a little surprised to hear Emmerson—6829. I was rather surprised to hear Emmerson intimate that there were so many trains leaving St. John—6830. I hope Emmerson will reconsider his position in the matter and allow the time table to remain as it was before—6831.

*Emmerson, Hon. H. R. (Minister of Railways and Canals)—6828.*

It is absolutely impossible to arrange a time table that will suit the convenience of every section—6828. I think the facts are sufficient justification for the action decided upon—6829. That was with a view of trying to meet the maritime express which runs through from Montreal to Halifax and reaches Moncton—6830. I recognize the very great inconvenience that has resulted to passenger traffic from the east to Montreal and Ottawa—6831. There is a freight train—6832.

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*Lavergne, A. (Montmagny)—6831.*

There is a most serious inconvenience for people travelling from Ottawa on the I.C.R. on Saturdays and Mondays—6831. I wonder if Emmerson could afford any remedy for this most serious inconvenience—6832.

*Morin, J. B. (Dorchester)—6831.*

The way the train has been running for years we are compelled to stay at Montreal over night—6831.

*Stockton, A. A. (St. John City and County)—6832.*

There will be a general dissatisfaction and general inconvenience by the change proposed—6832-3.

*Talbot, O. E. (Bellechasse)—6832.*

I would beg to remind Emmerson that last year I drew his attention to that fact—6832.

To dredge and blast rock at deep water terminus at Halifax, \$18,000—2026.

*Borden, R. L. (Carleton, Ont.)—2026.*

I suppose there is 30 feet of water along a portion of the dock?—2026. Is it expected that the 30 feet will accomplish that?—2027.

*Emmerson, Hon. H. R. (Minister of Railways and Canals)—2026.*

Last year we asked \$30,000 and the estimated expenditure during this year is \$12,000—2026. If the traffic increases as we hope it may, there will be at least \$30,000 more required to complete the whole work—2027.

To eliminate two road crossings at rail level at the Cape Road crossing, near Dorchester, New Brunswick, \$2,000—6432.

*Emmerson, Hon. H. R. (Minister of Railways and Canals)—6432.*

This is the balance of the expenditure at Dorchester for a subway eliminating two level crossings—6432.

*Ingram, A. B. (East Elgin)—6432.*

Is that the reserve curve near a bridge that Emmerson brought up last year?—6432.

To put railway between Indiantown and Frankville into condition for operation, \$25,000—9482.

*Ames, H. B. (St. Antoine, Montreal)—9482.*

You do not intend to get the line into operation this year?—9482.

*Emmerson, Hon. H. R. (Minister of Railways and Canals)—9482.*

This money is required to repair this section which has not been used—9482.

To strengthen bridges, \$142,000—1912.