

SUPPLY—RAILWAYS AND CANALS—*Con.*

necessary to interfere either with the shipping and business portion of city or to adopt some plan which interferes with a residential part of city, 6794. Have discussed these proposals with engineers a great many times. Map or plan has been laid on table of the House upon which are shown the existing terminals, 6795.

Boulay, H. (Rimouski)—6802.

Desire to make a few remarks in regard to speed of trains on Intercolonial in Matapedia valley, 6802. Had other observations to make but shall reserve them for a later date, 6803.

Carroll, W. F. (Cape Breton South)—6787.

Observations will be brief at this stage, 6787. Bring attention to fact that facilities for handling freight at Sydney are not what they should be. One thing minister did as result of his trip to Sydney was to increase demurrage rate 100 per cent, 6788. Dominion Steel Corporation were given certain fixed schedules some years ago, these schedules should not be changed, 6788-89.

Carvell, F. B. (Carleton, N.B.)—6815.

Do not think that minister need be surprised if he is not making any money between Moncton and Edmundston, 6815. Evidently they do not want to do business, because they have refused an enormous amount of business, 6816. Difficulty with the Transcontinental is that in New Brunswick they will only recognize a local rate for freight. Pusher grade is the other way, 6818. International Railway Company operates road running from Campbellton over to St. Leonard. Could not do business at five cents because we can haul it cheaper by teams fifteen miles, 6819. Will not lose money if a real live man is put in charge of road. If road is worth operating, it is worth operating as a business proposition, 6820. There is no outside connection, it is all Transcontinental, 6827. Contract No. 6 has not been finished for so long. Glad to learn that final certificate was given last week, 6829. In my judgment your classification is not right, why the quantities should be changed, I cannot understand. Hope minister will see that justice is done in these cases, 6830.

Cochrane, Hon. F. (Minister of Railways and Canals)—6753.

Gives short synopsis of past year's operations on, 6753-54. Report of traffic offices show that there will be increased business for coming year, an effort has been made to have rolling stock ordered, 6754.

Emmerson, Hon. H. R. (Westmorland)—6752.

Minister of Railways is expected to deal with accounts of past year and requirements of year to come, 6752. Think members of House are entitled to a general

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statement before even one item is taken up, 6753. Country has spent large sum of money on Intercolonial railway establishment at Moncton, 6755. Shops were practically wholly destroyed in the fire. Money was voted and shops constructed. Intention to have rolling stock constructed in these shops has not been carried out, 6756. Have to complain about why present facilities for construction of locomotives are not being utilized. Congratulate hon. friend on surplus attained during past fiscal year, 6757. There has been large number of disabled cars in sheds which should have been repaired at Moncton, 6758. Am speaking of what I know to be the fact, 6759. Make a statement that there has not been a day since 1st of January that trains, between Halifax and Montreal, were not late. Believe in economy but not inconvenience, 6760. Arrangement will not increase the revenue of Intercolonial railway but it will incur additional expense, 6763. Business in western section of New Brunswick is entirely under control of Canadian Pacific railway. Employees of Intercolonial are as of high a grade as of any road in America, and are worthy of fullest consideration, 6764. If minister wishes to take his car over any other road in Canada, he is limited to trains, 6765. There is a feeling in New Brunswick and Nova Scotia that managing board owns Intercolonial and that it is run for their benefit, 6766. Double-tracking of Intercolonial is of insistent importance. Detention wages are higher than wages of ordinary train crews, 6767. Worst feature is the divided responsibility on part of individual members of board to shirk responsibility. Hope some additional explanations will be given, 6768.

Gauvreau, C. A. (Temiscouata)—6807.

Hope minister will see his way clear to let us know what his intentions are with regard to Temiscouata line, 6807.

Graham, Hon. G. P. (Renfrew South)—6807.

Newspapers favourable to my friend said there was to be an expenditure of \$35,000,000; now he says it is \$12,000,000, 6807. Government would act wisely in taking every precaution to see that the best possible development is made. We are voting this money for a national undertaking, 6808. Time is not far distant when there must be an additional railway terminal accommodation at Halifax to provide facilities for three or four railways, 6809.

Kyte, G. W. (Richmond, N.S.)—6782.

Should judge that Intercolonial railway during last six months has been in need of increased motive power. Scotia lands on Point Tupper side has been located half a mile further along line which causes serious inconvenience, 6782. Minister should ask for money to construct new wharf in neighbourhood of new sta-