

SUPPLY—RAILWAYS AND CANALS—*Con.*

Foster, Hon. Geo. E. (North Toronto)—1940.

There is also a diversion of the line at St. Leonard junction. Is that on the same line?—1940. I suppose there will be many more at the next election—1941. We ought to know how far these statements made by the ministers when they were purchasing this road have been proven true—1944. We must hold the government responsible for the preferences under which it makes a purchase with the people's money—1945.

Haggart, Hon. John G. (South Lanark)—1942.

When we were asked to take over that road it was said to be a first-class road—1942. What expenditure have we made on capital account on that road up to the present day?—1943.

Ingram, A. B. (East Elgin)—1940.

Does the change involve raising the grade of the bridge at the other end?—1941.

Lavergne, L. (Drummond and Arthabaska)—1943.

Far from deserving any blame, the government are entitled to our congratulations on account of the wise measures taken—1943.

Lemieux, Hon. R. (Solicitor General)—1941.

This curve is partly in the county of Drummond and partly in Nicolet—1941.

Morin, J. B. (Dorchester)—1941.

When the road was first built it was a straight road without curves, and to-day it is a road with sharp and heavy curves—1941. The government some years ago had to put rails on the ties to keep the road from floating out—1942. I stated to the House that the facts had been misrepresented in 1898, when the road was bought—1943. I do not take one word back—1944.

Osler, E. B. (West Toronto)—1941.

Has any separate account been kept as to what was spent on the Drummond County line?—1941. Will Emmerson kindly furnish the figures, so that we may have them before the matter is taken up again?—1944. If it has turned out as the opposition said it would, then the government are entirely to blame—1946.

Double tracking parts of the line, \$100,000—1933, 2027.

Borden, R. L. (Carleton, Ont.)—2027.

I should like to have a statement of what work is done, how long it has taken—2027. Not only has there been very great inconvenience and loss of time sometimes under very distressing circumstances—2028. I would like to know whether the freight, which necessarily has been at a standstill, is likely to be moved—2029. I do not know that you can expect freedom from conditions of this kind in the future—2031.

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Emmerson, Hon. H. R. (Minister of Railways and Canals)—1933.

This double tracking is being done coming out of Halifax out to Windsor Junction—1933. Last year we had a vote of \$150,000 for double tracking parts of the line—2027. A further contract has been let between Windsor Junction and Bedford bridge—2028. I have private accounts, statements which are certainly not exaggerated, of the conditions prevailing on that road—2029. We are endeavouring to relieve the suffering of the people—2030. The snow is packed in so hard there would be more difficulty in getting that snow out again—2031.

Hughes, Sam. (Victoria and Haliburton)—2030.

That very thing was tried in the west, where they have built fences with brush—2030.

Double tracking parts of line, \$50,000—9390.

Barker, Sam. (Hamilton, East)—9390.

Emmerson is charging \$25,000 per mile for double tracking to capital—9390. Is there anything exceptional about this work?—9391.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—9390.

Gives details; only asks this sum—9390. The estimate is not an excessive one—9391.

Kemp, A. E. (West Toronto)—9390.

What about the section between Windsor Junction and Truro?—9390.

Engine-house, &c., at Rivière du Loup, \$45,500—9389.

Barker, Sam. (Hamilton, East)—9389.

We have been having this for some years, how much will be required to finish?—9389.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—9389.

The total estimated cost was \$258,712; about \$25,000 will complete—9389.

Extension to Sydney mines \$50,000—1987.

Emmerson, Hon. H. R. (Minister of Railways and Canals)—1987.

This is to connect the I.C.R. with Sydney mines from the landing at North Sydney—1987. This is two miles or a little over beyond North Sydney—1988.

Foster, Hon. Geo. E. (North Toronto)—1987.

Is all the expense being borne by the country?—1987.

Ingram, A. B. (East Elgin)—1988.

Has North Sydney anything to do with that extension?—1988.

Osler, E. B. (West Toronto)—1987.

The usual custom where a railway builds a siding to a mine or mill, is for the mill