

Mr. GRAHAM. On the Hudson Bay route, we have surveyed half a dozen routes, and we charged the cost to capital.

Mr. RHODES. But that is a new line.

Mr. GRAHAM. I am often asked to find out what a thing is going to cost, and have no contingent fund or anything out of which I can take the money, and have had to ask for it in the supplementaries. But I am now taking a more businesslike way.

Mr. JAMESON. There is a subject I would like to discuss, and which comes properly under this vote, but as the hour is late I would ask permission to bring it up at another stage.

Mr. GRAHAM. Any time my hon. friend pleases.

Sydney Mines, diversion, \$250,000.

Mr. GRAHAM. We undertook this a year or so ago, but it was very strongly petitioned for as long ago as 1893. I find a very strong recommendation in its favour from the hon. member for South Lanark (Mr. Haggart). This will cost \$539,000 when completed, but will give us a road straight to Sydney mines.

To increase accommodation and facilities along the line, \$40,500.

Mr. GRAHAM. This includes a number of small improvements which are not put in as separate items. The vote taken last year under this head was \$38,700.

Mr. STANFIELD. The hon. member for South Cape Breton (Mr. Maddin) is not present. Will the hon. minister reserve to him the same liberty as has been spoken of?

Mr. GRAHAM. They can discuss anything they like on operation expenses.

Truro, to increase accommodation at, \$57,200.

Mr. RHODES. The department did some work on a highway in the town of Amherst called Station street and really government property. I believe it was done under the supervision of the deputy minister, at all events, the ground was inspected by him before the work was got done. In Ontario that gentleman was known as 'Good Roads Campbell.' If he is to be judged by the roadway prepared in the town of Amherst under his supervision, he is liable to lose his reputation, for the work is a discredit to the department, and the money has been practically

wasted. The gravel was dumped in odd quantities upon a flat surface—no system of drainage, no grading, no rolling. The road is in quite as bad a condition as it was before the work was performed. This is a serious inconvenience to all those who use the freight shed there. The revenue of the freight yards at Amherst, as the minister knows, is one of the largest on the Intercolonial, and every pound of freight has to be hauled over this terrible piece of road. I urge, in the interest not only of the merchants and citizens generally of Amherst, but of the Intercolonial itself that some systematic attempt be made to construct a decent road.

Mr. STANFIELD. What is this vote to be spent for?

Mr. GRAHAM. The amount required will be much larger than this. It will include a brick station with stone trimmings.

Mr. STANFIELD. What will it cost?

Mr. GRAHAM. Ultimately, \$100,000. There will also be expenditure in changing tracks, new freight shed, removing of old freight shed, purchase of land, new electric light plant, water-supply—total estimated cost \$250,000.

Mr. STANFIELD. Are the plans being prepared, and does the minister expect that work on the station will be begun this year?

Mr. GRAHAM. The plans are not prepared, but as soon as we get the money we will prepare the plans and will start work immediately.

Mr. STANFIELD. I wish to thank the minister for listening to my oft-repeated prayers both in and out of the House. I will not detain the House by telling how badly this station is needed, but, while I am on this subject, I would like to suggest that before the plans are completed the engineer should be sent down to look over the ground. The land owned by the government around the station is a disgrace to the Intercolonial and to the town. In completing the work, this low grade should be paved for the traffic over it is so heavy that ordinary gravel will not stand it.

Mr. GRAHAM. That will have to be looked into.

Some resolutions reported.

On motion of Mr. Fielding, House adjourned at 12.23 a.m.