

tem we were going to run another train over the Transcontinental between Moncton and Levis, with practically no passengers.

Mr. PUGSLEY: What did the minister mean when he gave the assurance that there would be an improved service? At the time that the minister made the statement, and before, passengers were able, though with these delays, through the mixed service, freight and passenger, to go from Moncton to Winnipeg entirely over the Government system. That was in effect at that time. But the minister assured us that we would have this new service. If all that the minister intended was that we were simply to have the service that we have to-day, then he must have spoken in ignorance of the conditions existing at that time. The minister says that it would be useless to establish a passenger train service since we have one on the Intercolonial.

Mr. REID: I mean through passenger trains.

Mr. PUGSLEY: The Transcontinental railway was built for the purpose of making a transcontinental road between the Atlantic and the Pacific, it is a splendid line, passing through the best country and the people of the Maritime Provinces and the West have a right, within a reasonable time, to a proper service. You cannot build up the country and you cannot encourage travel unless you give the people proper accommodation. From the very day that the Canadian Pacific was open through to St. John they had a regular passenger service and they have developed that traffic. To-day they are doing a very large passenger business. That is what I understood from the minister was intended and I am very sorry indeed because he led us, in the lower provinces, to believe that we were going to have the transcontinental railway developed and a real transcontinental service, both passenger and freight, established.

Mr. LEMIEUX: I would like to call the attention of the hon. the Minister of Railways and Canals to the station at Levis. Levis is possibly the most important point between Montreal and New Brunswick. The station was destroyed by fire two or three years ago and the Government have erected a station which is simply a shack and which is very unworthy of the administration of the Intercolonial. Of course, I understand that during war time the Government is not disposed to spend any considerable amount of money or as much as they would spend for a station at a place

[Mr. J. D. Reid.]

of the importance of Levis. At the same time, from my own personal experience, from what I have heard from passengers and from what the press in and around Quebec is saying about the matter, it seems to me that the department should, if it cannot this year undertake to provide a permanent station worthy of the place, make improvements to the present emergency station. The premises are unsanitary. I have been there in winter. I have seen hundreds of passengers packed into a very close room, filled with smoke, women with children in their arms and no seats in the cold days in winter when trains are usually late. I would ask my hon. friend, if he does not intend to build a permanent station now—and I understand why he cannot undertake large expenditures at the present time—to make improvements to the present temporary quarters so as to accommodate the public fairly well. The station could easily be enlarged so as to give the public a chance to move about especially in the winter. I am simply echoing public opinion in this matter. I have heard many passengers speak about it, I have read what the press has said about this station at Levis and I have had personal experience of its unsanitary condition. If the minister were to spend \$5,000 he could give the public temporary accommodation which would be suitable until he builds his permanent station.

Mr. COCHRANE: We have in the Estimates \$127,000 for a new station at Levis. If we do not go on with the new station I will see that the place is made sanitary and that proper accommodation is provided before winter.

Mr. CARVELL: I wish the minister to bring after dinner whatever information he may have regarding the reports, and expenditures, on the pedestals of the Salmon river viaduct in New Brunswick. I want to discuss that subject with him and I, of course, want him to have the information here unless he has it at hand at the present time.

Mr. COCHRANE: I will try and get it for my hon. friend; if not this evening, I will have it before my Estimates are finished.

Mr. CARVELL: Even if he does not have it, I would like to give him some information which has been placed in my hands and he can see whether it is correct or not and make whatever answer he wishes regarding it.