

The passengers are dumped in a swamp, the most hideous looking place along the Intercolonial Railway.

I was determined, before these votes went through, to call the attention of the Minister of Railways to this matter, in order that at least, he should give the matter attention when the Supplementary Estimates are being prepared, or arrange with the company, as I have indicated, that they might use the government terminals at Point Tupper. I certainly refuse to hold a seat in this House quietly and silently while this abuse of the people I represent goes on.

Mr. HENDERSON. What do you think of that, Mr. Minister?

Mr. GRAHAM. As I understand the hon. member (Mr. McLennan) the Canadian Northern, or Inverness road, put the passengers off at a place other than the station, landing them on the Intercolonial tracks. That is a matter well worth looking into; and, if my hon. friend will drop me a line putting the matter in concrete shape, I will take it up with the railway. Perhaps the Railway Commission might induce them to do something, or we might make some arrangement with them.

Mr. McLENNAN. There is an excellent way for the minister to arrange this matter perhaps better than in any other, and that is to make this excellent piece of railway a branch of the Intercolonial—to take it over and experiment with it as an excellent feeder of the road. I am introducing this subject to the attention of the minister with the hopeful assurance that the road cleared \$75,000 in its working for the last calendar year.

Mr. STANFIELD. I notice in the newspapers a statement that the Minister of Railways is expected to spend a month or two in inspecting the Intercolonial. While he is on that tour of inspection, I would like him to spend a few days in my county. The reason I ask is that we are sadly in need of branch railways. I will not weary the House or take up its time with a long discussion of these matters, but I would merely say that the branch railways particularly needed are from Brookfield to Lansdowne, Brule to Truro, and from Parrsboro' to Truro. The minister need not laugh at this. If he had seen, as I saw last fall, the farmers and the merchants of that country having their stuff hauled over muddy roads—it was a muddy season—at a cost of \$3 to \$5 a ton, he would have seen the need of these branch roads. And I believe it can be shown that the roads I have mentioned are a paying proposition. If the minister will spend a day or two with me, we will look it over.

Improvements at Sackville, \$27,000.

Mr. CROCKET. What are these improvements?

Mr. McLENNAN.

Mr. GRAHAM. Station, freight sheds, grading of track, water service and so on—total, \$66,000.

Mr. CROCKET. Have the contracts been let?

Mr. GRAHAM. The contract has been let for the station. Calls are out for the freight sheds, but tenders have not yet been received.

Mr. CROCKET. What was the contract for the water system?

Mr. GRAHAM. It was \$32,000.

Mr. CROCKET. Who was the contractor?

Mr. GRAHAM. Willard, Kitchen & Co., Limited.

Mr. CROCKET. How much for the station?

Mr. GRAHAM. The contractor is Thomas R. Anderson, at \$20,000.

Mr. CROCKET. Speaking of stations, I do not want to repeat at length what I have already said in this House and privately to the minister, in regard to the need for a new station of the Intercolonial at Fredericton. The Finance Minister (Mr. Fielding) who was acting Minister of Railways last session, admitted that Fredericton was entitled to a better station than we have now. The Minister of Railways has himself visited Fredericton and seen the station, and both he and his deputy have admitted that the station is neither creditable to the railway nor to Fredericton, as the capital of the province. I will simply say that the Fredericton people are looking to the Supplementary Estimates this year to find provision for a new building and that they will be grievously disappointed if no provision is made.

Mr. HAGGART. What is the total amount of these improvements? What will be required after this vote to complete them?

Mr. GRAHAM. It is expected that this vote will complete the work. There is a revote here of \$20,000. The total cost will be \$66,000.

Mr. CROCKET. I would like to hear from the Minister of Railways as to the proposition to erect a new station at Fredericton.

Mr. GRAHAM. They are not in these estimates.

Mr. CROCKET. I have noticed that.

Mr. GRAHAM. I can say nothing further, except to recommend faith and hope for a few days.

Towards double tracking parts of line, \$200,000.

Mr. DANIEL. What parts of the line are to be doubled track?