

No. 2, estimated value, \$712,000; expended to date, \$247,300. Section No. 3, estimated value, \$900,000; expended to date, \$465,500.

Mr. PUGSLEY: Can the hon. minister (Mr. Cochrane) give us information as to the number of bushels of wheat shipped over the Canadian Government railways during the past year, more particularly over the Transcontinental railway from Winnipeg?

Mr. COCHRANE: I have not that information, but I will get it.

Mr. PUGSLEY: Last session, the Minister of Customs (Mr. Reid) who was acting Minister of Railways in the absence of my hon. friend (Mr. Cochrane) gave me the assurance, in answer to a question, that by June or July of that year a regular fast passenger service would be established between the cities of St. John and Halifax and Winnipeg. Yet, all we have to-day from New Brunswick is a service which almost meets the description given by a man in the Southern States of the railway facilities in his own section,—the train went down the line one week and next week tried to get back, making a tri-weekly service. I would ask the Minister of Railways why the promise made to us has not been carried out.

Mr. REID: As the hon. member mentioned my name, perhaps I may be allowed a word. If I remember well, the question was asked by the hon. member when there would be a service through between the eastern provinces and Winnipeg on the Transcontinental, and I said that we expected that it would be established in June. That service would be from St. John and Halifax to Winnipeg, via Quebec and the Transcontinental. I think it was carried out about that time.

Mr. PUGSLEY: Not at all; the service to-day is what it was before the question was asked and the assurance was given. If there is any change at all, the service is worse than it was then.

Mr. CARVELL: The minister does not imagine that there is any service through from Moncton, say, to Levis? There is a sort of a freight train, or mixed, that leaves Moncton and goes as far as Edmundston, then tries to get back the next day—sometimes succeeds, but mostly doesn't. Then there is another sort of train that leaves Edmundston for Lévis, I presume, the following day. But surely the minister does not pretend that we have anything like a through service.

Mr. REID: As I recollect it, the question put to me was when passengers would be able to travel through from the lower provinces to Winnipeg, on the Government system. You can come through from Halifax to Levis on the Intercolonial. I never expected that there would be a through service on the Transcontinental alone. But passengers can get through over the Government railway system.

Mr. PUGSLEY: The hon. minister could not have meant that; he has forgotten the position. We had the mixed service twice a week—

Mr. CARVELL: Three times.

Mr. PUGSLEY: We had the tri-weekly, or semi-weekly service from Moncton to Levis at that time. I called his attention to that, and said that the object of the Transcontinental was to afford a comfortable through service for passengers between Halifax and St. John and Winnipeg, and the minister gave me assurance that a fast Pullman service would be established. He spoke of a Pullman service. But we have no different service from what we had when he gave the promise. You can leave Moncton and go to Edmundston, stay there over night, then, next morning, you can go on some distance further and stay over night again, making progress at the rate of about fourteen miles an hour—just about the same service that we had before. But what the minister promised was that in June or July there would be the same sort of service as on the Canadian Pacific between St. John and the West. The minister is absolutely mistaken if he says that he simply meant that we should be able to get through in some way from Moncton.

Mr. REID: I suppose that Hansard will show what I said, but as I recollect the discussion the point was as to when passengers could leave Halifax or St. John and go over the Government railway system to Winnipeg, because at that time they were going over the Government railway system to Montreal, then over the Grand Trunk and then connect with the Transcontinental again at Cochrane. I stated that about the middle of June a passenger service would be established between Quebec and Cochrane, so that passengers could go through from Halifax and St. John to Levis, cross at Quebec, and so to Winnipeg over the Transcontinental system. That is what I had in mind. Surely the hon. member would not think that when we were running two through passenger trains a day between Halifax and Levis on the Government sys-