

Mr. R. L. BORDEN. There is a freight shed in existence.

Mr. EMMERSON. This is just near Richmond at what is called the deepwater terminus.

Mr. R. L. BORDEN. Would the hon. minister be good enough to explain what will be the use of that as compared with the freight shed which extends to the foot of Cornwallis street?

Mr. EMMERSON. The use of that is in connection with export shipments brought down on the cars to the steamers. The cars go right out on the wharf and the merchandise is to be put into this warehouse on the wharf. This is where these 30 foot berths are, and it is part and parcel of this deepwater wharf. It is practically a warehouse on the wharf. Then, there is crib work with tracks on it which will be used largely in connection with the shipment of lumber brought from the interior. That work will gradually be carried on. Something is being done already in connection with it. We also want in addition to the land for the engine house a 30 stall engine house which, complete, would cost at least \$162,000. Nothing is being done in that regard just now. The old one is being utilized as far as possible. Then, we want a water supply from the city supply extended to the site of the engine house which will cost \$7,500. With the shops and engine house, &c., we will require to do some grading at Richmond, because, as my hon. friend (Mr. R. L. Borden) knows, there is a very narrow strip at Richmond. There are high banks right in the rear and it is necessary to do a large amount of grading. This will involve a large expenditure. Then, there is that other question of the land on Water street. I may say that since the matter was up at the last session when it was referred to by my hon. friend, I did, recently in December, when I was in Halifax at the time of the arrival of His Excellency, go over the ground again.

I recognize, as I think every one must, that to perfect the terminal at Halifax, having regard to the future, if not to the immediate present, it would be necessary to purchase this land. Of course, when land-owners know this, their idea as to the value of land increases abnormally, and the department that undertakes to expropriate never gets off very cheaply. I have had several conferences with the Halifax Board of Trade, and they say that it is absolutely necessary, in the commercial interests of the city and the province, to have a flour shed on the wharf. The people of the outports who deal with Halifax, and the people interested in the flour trade of the western provinces, coincide in this view, and insist that this should be done. This will cost \$100,000. It has been suggested that we might take the marine wharf now occupied by the Department of Marine and Fisheries and that they could transfer to Dartmouth.

This proposal, although at first condemned by the city council of Halifax, is, I understand, now favoured by them. We are preparing accommodation for immigrants arriving at Halifax, which will cost \$40,000; and there is to be a covered way from the steamers to the immigrant shed, which will cost \$4,000. It is in the interest of this terminal that we should have a car shop, and it is believed that the work could be advantageously done there if facilities were furnished. The excavation of the land between the railway property and the Campbell road would cost \$50,000. In addition to this, it is absolutely necessary that there shall be a double-track from Richmond down to the terminals. The leader of the opposition is familiar with the locality, and he knows that at Richmond a great number of tracks converge into one track running down to North street and beyond that to the dockyard. The passenger and freight business has to be shunted over this long single track at considerable expense, at great loss of time and at great inconvenience to the business people of Halifax and the people of the west who are interested in the export and import trade of that port. The Messrs. Allan have been to see me on more than one occasion to complain of the delay caused in transferring passengers, mails and freight, because of the single track. We will require a large sum of money, due to the physical conditions, to enable us to secure at least a double line of railway. All this will involve an expenditure of not less than \$1,000,000. Of course, that would not be much to the Canadian Pacific Railway, and I am sure my hon. friend the director of that railway will not complain.

Mr. OSLER. The Canadian Pacific Railway would make it pay before they would do it; that would be the difference.

Mr. EMMERSON. The Canadian Pacific Railway could not make it pay until they increased the facilities, and we do not expect to make it pay until we incur the expenditure and do the work. If we had proper facilities last autumn and winter, we could have had a very large amount of traffic at Halifax in connection with the Grand Trunk Railway and the Allan Steamship Line, but we were unable to take advantage of this because of the existing conditions. Of course, we cannot hope to do much trade in connection with the Canadian Pacific Railway. This is an outline of all that is mapped out for the future of Halifax. I am not asking for the total sum now; I am only asking for a sum of \$200,000—that is trifling in comparison with the larger amount that will eventually be required to complete the terminal at Halifax. After all, I do not think this committee should be startled about this.

Mr. COCHRANE. We are not startled at anything from the Intercolonial Railway.