

out and whether it is the intention of the department to pursue this policy in other places as well as at this favoured place.

Mr. EMMERSON. It has been done in New Brunswick.

Mr. FOWLER. It certainly has not been done in my county.

Mr. FIELDING. It is not done for the convenience of the highway, but for the convenience of the railway. If a crossing is dangerous to life and property, and if, by a small expenditure, you can divert the highway and remove the danger, it would be the part of wisdom to do so.

Mr. EMMERSON. At Campbellton, N.B., there was a diversion of the highway, which the railway paid for.

Mr. FOWLER. I know a very dangerous crossing in my own constituency, and the minister might apply the same rule there that he has applied in this case.

Mr. FIELDING. If there is any case on the line of the Intercolonial where, for a small expenditure, you can divert the highway and do away with a dangerous crossing, it would be wise to do so in the interest of the protection of life, as well as in the interest of the protection of the government from claims for damages.

Mr. FOWLER. The Minister of Finance seems to labour under the misapprehension that I am opposing a policy of this kind. I am not. I merely wanted to know why this particular place was singled out while other places equally needing this protection have not been attended to. Is it the policy of the minister to do this wherever it is needed?

Mr. ALCORN. And if it is the policy of the minister, I would point out to him that the crossing at the Grand Trunk station in his own constituency is extremely dangerous.

Mr. GRAHAM. Unfortunately, the Intercolonial Railway does not run in my constituency, and I cannot apply the policy to it.

Diversion of line at Chatham and branch to wharfs, \$40,000.

Mr. GRAHAM. Some months ago I visited Chatham, and this diversion of the line was strongly urged on me by the leading citizens. It is part of the old Canada Eastern and is on a heavy grade, and the station is two miles away from the town. By the diversion of the road for six miles we will save a considerable haul, get rid of a heavy grade, get down to the town and to deep water, reach one mill that turns out 4,000 carloads of lumber annually and another mill at deep water. I can recommend it to the House as a business proposition.

Mr. CROCKET. Will \$40,000 complete?

Mr. GRAHAM. Oh, no. I want to make it clear that it will cost about \$400,000, but this is all we can expend this year.

Improvements at Fredericton, \$10,000.

Mr. CROCKET. I presume this is the initial vote for a new station at Fredericton?

Mr. GRAHAM. I visited the pretty little city of Fredericton, and I found there a very nasty little station which was not suited to the requirements of the capital of the flourishing province of New Brunswick. There was talk of our being able to join in a union station with the Canadian Pacific Railway, but that seems to be out of the question, and it is my opinion that we should have a proper station at Fredericton. We propose to spend \$60,000 for a new station there. I ask for \$10,000 now to get a start at it next fall, and we will go on with the work.

Mr. FOWLER. I draw the attention of the minister to another flourishing and beautiful town in New Brunswick which requires a new station. When the Minister of Finance was acting Minister of Railways he promised we should have a new station at Sussex, but we have not got it yet. Sussex is one of the principal towns in New Brunswick, and is a town in which a great deal of business is done on the Intercolonial. The present station is a disgrace to the town and a disgrace to the road. New stations have been built to replace old stations that are far better than the station at Sussex. It is a ramshackle wooden building, erected when the road was first built, and it should be replaced. I ask the minister if he will now put in the estimates an item to build a new station at Sussex?

Mr. GRAHAM. The matter will be considered. Although I would like to do so, I regret that I cannot make any more promises at present. We ought to have decent stations at places where we do business.

Mr. CROCKET. Can the minister say how much of the \$60,000 is to be applied to the Fredericton station building itself?

Mr. GRAHAM. I cannot say at present. I went into this question with my deputy the day before he was taken ill, and I told him we wanted to have a decent station at Fredericton with surroundings that would conform to it. He said it would cost \$60,000 as an approximate estimate. My own opinion is that before we complete the work and get the yards as we would like to have them it will cost more. We intend to put up a decent station at Fredericton.

Mr. CROCKET. Has it been decided yet whether it will be of brick or stone?

Mr. GRAHAM. No.