

the line from Windsor Junction to Windsor and also a lease of running powers, from Windsor Junction to Halifax, as I understand it, and the rental is based on a certain proportion of the gross earnings. As a part of the terms of the lease the government is required to maintain the road. I suppose the maintenance of the road will involve the keeping up of the station. I do not know in what way the Dominion Atlantic is brought into the question as far as that station at Windsor is concerned. Of course, I recognize that at Windsor the line owned by the Dominion Atlantic joins the line owned by the Crown and which is leased to the Dominion Atlantic. Possibly that may bring the Dominion Atlantic into the question of the erection of a station. Nevertheless, if the station is to be constructed on the land of the Crown, and is to remain the property of the Crown, and is to be included in the lease of the Crown to the Dominion Atlantic Railway Company, it seems difficult to understand why there should be any delay on account of the action or want of action of the Dominion Atlantic Railway Company.

Mr. EMMERSON. It is a question of the interpretation of the contract or lease. The department has held heretofore that there was a difference between maintenance and improvements. The position taken by the Railway Department during a number of years passed, as I am informed by the general manager, is that the terms of the lease do not require the Intercolonial Railway to make improvements. The department has felt that the Dominion Atlantic should contribute or enter into some arrangement, whereby, if an additional amount were expended, it should contribute in some way to that expenditure.

Intercolonial Railway—To increase accommodation, Amherst, \$15,000.

Mr. LENNOX. This is a new item. Would the hon. minister give us some explanation of that?

Mr. EMMERSON. This is for general work, enlarging the yard and providing additional sidings. As any one who is familiar at all with Amherst knows the railway accommodation there is confined to a very restricted area. Rhodes, Curry & Co., have their works right on the margin of the road and there is a congestion of sidings, freight sheds and passenger accommodation. It is difficult to even properly utilize the land which is there now, but it is absolutely necessary that some arrangement should be made in respect to the sidings. The growth of traffic at Amherst during the past few years has been phenomenal and it behoves the railway to provide suitable accommodation.

Mr. R. L. BORDEN. What is the scheme—to acquire more land or utilize the land you already have?

Mr. EMMERSON. To utilize the land we already have. The total cost of this particular work is \$15,000.

Mr. R. L. BORDEN. This vote will complete the whole work?

Mr. EMMERSON. This will complete the work on hand, but it is estimated that it will require about \$70,000 altogether before the general and necessary improvements are made at Amherst.

Mr. LENNOX. What is to be done with this \$15,000?

Mr. EMMERSON. To enlarge the yard and provide additional sidings; improve and level lumber yards; grade the grounds; enlarge cattle pens; provide two additional standpipes including waterpipes and connections, and to improve and enlarge the station.

Mr. HAGGART. Surely there must be an end to this enormous expenditure. Has the minister no pity for the poor ratepayers of Canada—asking \$1,651,000 on capital account this year; a deficit on the running account of the Intercolonial Railway for ten months of last year of \$545,000; a charge on capital account for ten months of \$1,000,000; a charge on capital account on the Prince Edward Island road of \$6,000 or \$7,000, and we do not know what the deficit on the Prince Edward Island road is? Here is a total deficit including capital account on these two railways of nearly \$2,500,000; this notwithstanding that \$23,000,000 has been spent on the road since 1896, and the minister coolly comes down and asks for a further expenditure on capital account of \$1,651,000.

Mr. CAMPBELL. We don't want any more government roads.

Mr. HAGGART. Not if they are managed as the Intercolonial Railway is. Why are you asking for this enormous expenditure? You should ask for nothing this year except for what is absolutely necessary for the road. Is the House going to submit to this; is the country going to submit to it; and especially as I am reminded by an hon. friend that you are going to build another line from the Atlantic to the Pacific?

Mr. DEPUTY SPEAKER. Carried.

Mr. HAGGART. It is not carried. I want to know from the minister if this is the smallest amount necessary for the purpose of carrying on the road this year? What justification is there for this?

Mr. EMMERSON. I am sorry to have harrowed the feelings of my hon. friend. There is one way we can obviate this expenditure and that is to leave the Intercolonial Railway in the condition in which it was in 1895-6. We could allow the road to run down; we could allow its cars to