

trary. I do not see how we could carry out the hon. gentleman's proposal.

Mr. ORTON. In regard to the immigrant sheds, I would ask whether it is the intention of the Government to erect an immigrant shed at Regina. This unfortunate fire at Qu'Appelle is a very sad affair for the people of that town. I do not desire to make any assertion against the erection of an immigrant shed at that point; but I mean to say that Regina having been selected by the Government as the capital of the North-West Territory, and people having been induced to buy property on the distinct understanding that the Government intended to erect all public buildings there, that fact has led many people to invest capital there and to go there in order to help to build it up, and such people feel they have been somewhat deceived by the Government. I certainly think the capital of the territory is the right place to erect an immigrant shed. It is about the same distance, or perhaps a little further from Brandon, where there is an immigrant shed, as Brandon is from Winnipeg; and I wish to draw the attention of the Minister to the importance of having an immigrant shed erected at Regina. It is proposed that a branch railway shall be built by the Canadian Pacific Railway to that point, and I think that the Government should provide some accommodation for immigrants there. Many people have been led to believe that there is division even in the Cabinet, with respect to the selection of Regina as the seat of Government in the territory. When they find that the public buildings are not all being erected there, as was promised by those who had lots to sell on behalf of the Government, I certainly think it does not look very well that there is no provision made for immigrants going to Regina.

Mr. HESSON. I would remind the Committee that I have had the honor of presenting a very large petition from the inhabitants of Regina upon this subject, the erection of an immigrant shed there. It is of the utmost importance, especially to strangers going there, that there should be some accommodation, however temporary it may be, for their accommodation during a few days. It is natural to suppose that at the place which has been selected as the capital of a new Province, they will at least find shelter from the inclemency of the weather, and when they come to find there is no accommodation for immigrants they will feel very much disappointed. I have no desire to say that the position is not well chosen, but with regard to buildings of a permanent and substantial character, it might be worthy of consideration whether it would not be advisable to divide the expenditure between these two places, and give the accommodation at Regina which the member for Wellington (Mr. Orton) very fairly stated the people going there had been led to expect. The erection of a temporary structure at Regina is deserving of consideration; and I may say that the petition I presented to the House is signed by the most respectable residents of Regina—men of capital and means, who were induced to go there on the representation that it would be the capital of the new Province, and they have a right to expect that something will be done. I trust that some action will be taken in the matter.

Sir HECTOR LANGEVIN. The first item is for an immigration station west of Qu'Appelle, and as Regina is west of Qu'Appelle, the Government, of course, will have to consider the remarks of the hon. gentlemen on this head. The Government are of opinion that there should be an immigration shed at Qu'Appelle, as it is 40 or 50 miles from Regina, and many immigrants are going to this point, as is shown from the quantity of settlers' baggage destroyed during the recent fire.

251. Public Buildings—British Columbia..... \$12,000.00

Sir HECTOR LANGEVIN. I am sorry to say that the British Columbia Penitentiary is too small; civilization is  
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penetrating more and more into this beautiful Province, and therefore we have to extend the penitentiary. The question was whether we should build a wing or erect a building on the plateau, because the present structure is on a slope. There is some difficulty about drainage, and this matter will be well looked into, and I have no doubt that the architects will remedy the drainage.

264. Railways—Intercolonial.....\$158,000.00

Sir CHARLES TUPPER. The first item is for a shunting and station yard at Point Lévis. I may say that the time has arrived for a decision as to the station yard at Point Lévis as well in connection with the Intercolonial as the Grand Trunk Railway, and after full consideration the Chief Engineer is of opinion that in the interests of the Intercolonial traffic, the shunting and station grounds should be in close proximity to the Grand Trunk yard, and that the connection of the Intercolonial tracks with those of the Grand Trunk should be made in such a way as to approach on the south side of the Grand Trunk Railway where should be the new passenger station, in order that the passenger traffic may be exchanged with despatch and to the convenience of the travelling public, while the way station should be placed at the south ferry. When the vote was previously under consideration on the question of the St. Clair Branch, I stated that we expected to run this by the lower ferry, where would be the way station cross at that point, and then run up to the Point Lévis Grand Trunk Railway station. The cost of the shunting shed at the centre of the Grand Trunk Railway yard will be \$33,000, the way station on site at Smith's wharf will cost \$12,000, and the way station building, \$25,000, making \$47,500, whereas the same accommodation at the lower station would have cost us \$125,000.

Mr. LANDRY. Will the shunting and station yard be between the ferry and the Grand Trunk station?

Sir CHARLES TUPPER. The shunting yard will be in the proximity of the present Grand Trunk Railway station at Point Lévis.

Mr. LANDRY. Is it the intention of the Government to have a station at Point Lévis?

Sir CHARLES TUPPER. Yes; a branch is to be built at the Rivière du Loup, over the two miles between the railway and the town, to furnish wood and water at that point; and we expect to increase greatly the facilities for seaside excursions, and those who go to this town during the summer season. The estimate of the entire cost of this Rivière du Loup Branch is \$25,000, covering everything connected with the purchase of the roadway and construction, and such station accommodation as is required. The Dalhousie Branch will pass over the six miles between Campbellton and Dalhousie. It was originally intended to locate the Intercolonial at Dalhousie; but it was decided that the distance could be shortened by having the road take its present course past Campbellton in a direct line, leaving Dalhousie some six miles off the track. The desirability of having this branch constructed will be obvious, when I state that navigation has opened much earlier in the spring and has been continued much later in the fall at Dalhousie than it has been at Campbellton, so that the postal communication by steam with the surrounding country will be much improved by this arrangement.

Mr. LANDRY. I call the attention of the hon. Minister to the following resolutions which were passed at a recent meeting of the Board of Trade of the city of Quebec:—

"Moved by Mr. N. Turcotte, seconded by Mr. P. Vallière.—That this meeting hopes that the Government may grant to the city of Quebec the same advantages which have been accorded to other towns in the Dominion, namely, that a freight agent for the Intercolonial Railway be placed at Quebec as well as at Lévis, and it is obvious that the mercantile community of the former city suffer great inconvenience in being