

days ago. Some years ago, the government purchased the old Cunard property. It was considered cheap then, and is considered still more so to-day. In view of the constant demand, the chief engineer and the members of the board visited Halifax. It appears that larger ships are being run by the Canadian Pacific railway and the dock accommodation is altogether inadequate for their accommodation. In order that we might get an idea of some proper system, the board asked Mr. John Kennedy, of Montreal, an eminent harbour engineer, to visit Halifax. Mr. Kennedy did so, and has prepared a scheme; and I think it is no breach of confidence to say that I expect to ask the House to vote a certain sum of money to begin that scheme. The intention is to build one large dock and to enlarge another. This will afford early accommodation for the larger ships that are being built, and, year by year, it will develop into a larger scheme, including several docks. These changes are absolutely necessary, because not only the Canadian Pacific railway gets its traffic from these steamship lines, but the Intercolonial as well.

Mr. LENNOX. The minister might tell us how the amount voted last session was spent, and also what this vote is to cover.

Mr. GRAHAM. The amount voted last session, \$52,650, was really spent remodelling Richmond yard, the outlying freight yards in connection with the city of Halifax. And the present vote is just to continue the work. The items of the proposed expenditure are as follows: Drop pit, \$1,000; small tools, \$1,000; remodelling yard and additional siding accommodation, \$75,000; miscellaneous \$5,500; total \$82,475, and we are asking \$82,500. I think it may as well be understood that, as years go by, if Canada is to develop these great ports on the east, larger sums will have to be spent every year in Halifax until we get yards sufficiently large to accommodate the Grand Trunk Pacific, the Canadian Pacific and possibly the Canadian Northern. These are not local works. The Intercolonial railway may be doing them, but they are not properly chargeable to that road, for they are great national works for the accommodation of the exports and imports of the country.

Mr. LENNOX. The minister will understand that I am not objecting to the expenditure, but I felt that as the items go through, it is better that we should understand what is to be done with the money.

Mr. GRAHAM. Certainly. I feel that I am being helped by this.

Mr. GRAHAM.

Mr. CROSBY. I am glad to hear the Minister of Railways (Mr. Graham) say that as years go by Halifax will get something,—promise, if nothing else. The first time I had the honour of seeing and hearing the Minister of Railways, I thought I had met one of the finest men of this government.

Mr. GRAHAM. I hope the hon. gentleman has not changed his mind.

Mr. CROSBY. If not, it is not because the Minister of Railways has not given me sufficient reason to change my mind. And I think that many people in Halifax feel as I do. We in Halifax have been asking for accommodation for a great many years. One of the first acts of the minister after taking office was to visit Halifax. If the money spent on visits to Halifax, for I do not know of an engineer in Canada who has not been sent to Halifax to report, although there has not been very much spent in Halifax—

Mr. GRAHAM. The government have spent \$4,431,947 in Halifax in connection with the Intercolonial railway.

Mr. CROSBY. On what?

Mr. GRAHAM. On terminals in Halifax. It has been going on for years. My visit to Halifax was to look over the work there in progress. I have spent hundreds of thousands of dollars there since I became minister.

Mr. CROSBY. It is easy for the minister to make statements of that kind. You have undertaken after some 60 years to make a new roundhouse, and to build up a concrete wall in order to prevent buildings and other things from tumbling on to the railway.

Mr. GRAHAM. I am sorry Halifax is in that shape.

Mr. CROSBY. Yes, it is in bad shape. My hon. friend has not done much to put it in better shape. He has paid many visits, I have often enjoyed hearing his pleasant stories and seeing his pleasant countenance, and the new deputy is also very genial, a good second to the minister. After the deputy minister's visit some of the board of trade said among themselves, 'Well Graham was kind of slick, but now we are going to get a lot from Campbell; he is all right.' Yet the same condition prevails in Halifax to-day. Mr. Kennedy of Montreal was sent there to tell us how the docks could be constructed. We have plenty of men in Halifax who could tell that, we have been passing resolutions for years.

Mr. GRAHAM. You cannot build a dock on a resolution.