

Mackenzie and Mann came to the British Columbia government for assistance for the line from Yellow Head pass to Vancouver. The people of Vancouver island and particularly of Victoria thought that if money was to be granted to these people some consideration should be shown Vancouver island, and the government of Sir Richard McBride, behind whom were all the people of the island, said to Mackenzie and Mann that they would have to build the island section or the government would not guarantee the bonds of the mainland section. Sir William Mackenzie however objected strongly but finally he gave way and this line was projected from Victoria to the Alberni canal, the district represented by my hon. friend (Mr. Neill). I do not know how much was expended on it, but it runs for some 50 or 60 miles and is more or less graded through to Alberni canal. It was a mistake in the first instance to have started the line from Victoria; it should have been started from Cowichan bay. Had they built the line from Cowichan bay to Cowichan lake this 8 miles would have carried the line to Cowichan lake, with the additional assistance asked for in a subsequent resolution, and they would have had the best paying line in Canada. The Canadian Pacific Railway with splendid business sense, while we were dallying with the matter and had not enough money to complete the line to Cowichan lake, ran a line from their main line into Cowichan lake, a distance of 20 miles. I am safe in saying that that 20 miles is the best paying piece of line in the whole Canadian Pacific system. There are logging trains every hour of the day. This 8 mile spur which connects with the Canadian Northern system is not a competitor of the Canadian Pacific Railway, because it opens up an immense body of timber long before it gets into the country where the Canadian Pacific Railway operates on the slope of the mountain-side across the river. This line, with the spur, and with the line that is asked for in the next resolution, will pay the interest on the sinking fund on the total amount of money expended on the road. Forty or fifty miles of that road should never have been built. There is little traffic originating on it for fully forty miles. I know the conditions in this part of the country perhaps better than the engineers who have so strongly recommended the line proposed in this and the following resolution and I think it is fully justified. It runs through a dense forest until it gets to Alberni canal, a distance of 50 or 60 miles. Any one familiar with the forests of British Columbia knows what I mean when I say that the forests in this locality are dense; a cut of two hundred thousand feet per acre is not unusual.

Now, I rather hesitate to say anything in support of the resolution for fear that I shall arouse the criticism of the hon. member for St. Lawrence-St. George, but there is no question whatever that this proposed line is absolutely necessary. There is no railway more justified than this, and it seems to me that the information that has been given by the engineers is quite adequate. Three members in this House, all hon. gentlemen, who know the conditions in the West, get up and say that a line—the Vernon line—is amply justified and is necessary, and still there seemed doubt in the matter. What more information do hon. gentlemen want than has been submitted? I am only one member advocating this but I know that what I say cannot be contradicted. Only a trivial amount is involved in comparison with what is spent on other lines and I do not think that there should be any objection whatever to the bill.

Resolution reported, read the second time and concurred in. Mr. Graham thereupon moved for leave to introduce Bill No. 34, respecting the construction of a Canadian National Railway line to Cowichan bay, on Vancouver island.

MILE 100, VANCOUVER ISLAND

Motion agreed to and bill read the first time.

Hon. G. P. GRAHAM (Minister of Railways) moved that the House go into committee to consider the following proposed resolution:

Resolved, that it is expedient to bring in a measure to provide for the construction of a Canadian National Railway line, being an extension of the Vancouver island main line of the Canadian Northern Pacific railway from mile 74 to mile 100, in the province of British Columbia; mileage already graded, 55 miles; estimated mileage including existing grading, 26 miles; estimated cost, \$348,300.

Motion agreed to and the House went into committee, Mr. Gordon in the chair.

Mr. GRAHAM: I insist on putting on Hansard the estimates and explanations in connection with these resolutions so that hon. gentlemen will have the information before them. The memorandum from the Canadian National Railways in regard to this resolution is as follows:

Vancouver island, Mile 74-100—	Cost
Grade now ahead of track, 55 miles—	
Proposed in 1924,—9 miles track and ballast..	\$155,000
Proposed in 1925,—17 miles track and ballast..	193,300
	\$348,300

It is proposed in 1924 to lay 9 miles of track from the foot of Cowichan lake to Cottonwood, and repair 17 further miles of grade, at an estimated cost of \$155,000. In 1925 to lay the track from Cottonwood, Mile 83, to Mile 100, at a cost of \$193,300 for the year.

Prior to 1914 the grade on this line had been opened