

government of Canada has already a contract with the Grand Trunk Pacific Company, giving it running rights from Moncton to St. John and Halifax. Although St. John is not included in the contract, that will be the result. The Canadian Pacific railway is at St. John, and no matter whether the Intercolonial is in competition with it or not, it is in Halifax as well, by means of the Dominion Atlantic railway. There must be some permanent arrangement made with the Canadian Pacific railway to go to Halifax. Then it will not be very long, I imagine, till another transcontinental line of railway, the Canadian Northern, which now reaches the city of Quebec and has also some branches further east, will find its way to Halifax and St. John. These are big problems, and they are not easy to solve. But what I think the government ought to do, and do speedily, is to make provision for terminals both at St. John and Halifax, and double-track the line between those two points. A small start has been made, from Moncton to Painsec Junction.

Mr. EMMERSON. From Windsor Junction to Halifax as well.

Mr. GRAHAM. These two small sections have been double-tracked, and it will not be long until the demands of the traffic will warrant the double-tracking of the remainder. Even if you only had the contract with the Grand Trunk Pacific, I have faith to believe that if we make our eastern ports up-to-date there will be sufficient traffic for a double track. But there is a contract with the Canadian Pacific Railway Company by which its trains are taken unbroken from St. John to Halifax. It is idle to say that there can be any retrogression in that policy; there must be an expansion of it. My hon. friend from Westmorland and I agree thoroughly as to the difficulties that arose in connection with giving the Canadian Pacific railway running rights over the Intercolonial. That difficulty was one of business entirely. The Canadian Pacific railway, from a business standpoint, desired to have the right to run and man its own trains and collect its own fares between St. John and Halifax. The government always maintained that to give the Canadian Pacific railway or any other road other than the Intercolonial the right to collect local fares and to keep them, between St. John and Halifax, would impair the Intercolonial to that extent; because it must be remembered that the paying part of the Intercolonial is in that portion of the territory. I think the government would make no mistake—and this is what I had in mind, whether rightly or wrongly, when unfortunately I think for the country, I was relieved of duty—in proceeding to double-

Mr. GRAHAM.

track the Intercolonial between St. John and Halifax. No matter what happens in the future, the business will demand it. No matter what arrangements may be made with the Canadian Pacific railway, the Grand Trunk Pacific or the Canadian Northern, this will not hamper them in the least. Some day, when the Grand Trunk Pacific is completed and when the Canadian Northern reaches the maritime provinces, we may wake up to find that there is not between St. John and Halifax a line of communication of sufficient magnitude to carry the traffic. This is a question which I think Canada cannot put off very long. As to Halifax, I agree thoroughly with what is being done. Halifax is one of the best harbours in the world. St. John is developing into a great harbour. The Canadian Pacific railway has its terminals there. My idea is that the Canadian Pacific railway will do its freight business at St. John, and its passenger business at Halifax. With that idea some hon. gentlemen may not agree, but with all the traffic that the Grand Trunk Pacific and the Canadian Northern and the Intercolonial will gather up, we shall have to have enlarged terminals and enlarged dock accommodation at Halifax. But in the first place it is necessary to have enlarged facilities for getting to and from Halifax, and therefore I would urge on the government the advisability of not waiting, as I think the matter does not need much investigation, but providing as speedily as possible for double tracking the Intercolonial between St. John and Halifax, either by following the existing right of way or by another route, which has been surveyed, from Painsec Junction east.

Mr. MACDONALD. I desire to join with the ex-Minister of Railways in pressing upon the present minister the desirability of linking up at the earliest possible date the province of Nova Scotia with the transcontinental railway system. The last time the railway estimates were before the House, I pointed out the anomalous position which that province occupies to-day, in that, while having to share in all the expenditures that have been and are being made for the construction of transcontinental lines in Canada, yet, with the exception of Prince Edward Island, which is isolated by reason of its insular situation, Nova Scotia is the one province which has not connection with those transcontinental lines. It would be not only in the interest of the province, but in the interest of the public at large that these railway systems, and particularly the Canadian Pacific railway, the largest of them all, should be brought into our province. Satisfactory traffic arrangements could be made which would enable them to come not only to Halifax, but to the real revenue-producing