

starting at Bathurst and running like a half moon, if you like to say so, about sixty miles down to Tracadie, following the course of the Baie de Chaleur and then going through the peninsula and ending at Tracadie. The line that is asked for proposes to start at Tracadie and end at Newcastle. Thus you will have a half moon, as it were, of railway commencing at Bathurst running east around the coast back on the other coast, and then ending at Newcastle, N.B. I take this opportunity of reminding the minister that he has a petition in his office from the residents of the thriving villages that are located between Newcastle and Tracadie. From time to time it has been my privilege as well as my duty to draw the attention of the department to this very important project of railway construction. During the last two or three years I have not urged it, as we were not investing any money in building branch lines of railways, in the East at any rate. It seems to me, however, that the time is now very opportune to impress upon the minister the importance of the construction of these few miles of railway. Hon. gentlemen will remember that in the Estimates some two years ago \$200,000 was provided for the taking over of the branch line of railway that runs between Bathurst and Tracadie. The rumour now is that the owners of the railway—who at that time refused to accept an offer for it—are now willing and ready to sell, and I hope for good news in that regard from the minister in the near future. I desire to point out to him that the piece of road which he proposes to take over will not be complete until he extends it to Newcastle.

Mr. J. D. REID: I thought it was complete when I took it over.

Mr. LOGGIE: I have this duty devolving upon me representing a fishing constituency—

Mr. DUFF: Hear, hear.

Mr. LOGGIE:—and also representing an agricultural constituency as well as one that is very largely interested in the lumbering business. If one starts at Newcastle the first lumber mill encountered will be the Buckley mill. Going down three miles you come to the Miramichi Lumber Company's mill—a large band mill cutting a great quantity of lumber. Going about a mile farther you come to the Frasers Pulp Mill, Limited, and then farther down the coast you touch at Tabusintac and Burnt Church

[Mr. Loggie.]

where there are lumber mills. In the winter season the bay abounds with fish. We are acting wisely in providing branch lines in the Prairie Provinces, so that the farmers can haul their wheat to the railway. But let me tell you that in the district on the Miramichi in New Brunswick which would be served by the railway whose construction I am advocating, in the winter season, for a distance of approximately forty miles, you may see teams on top of teams, as it were, hauling smelts from the lower bay to Loggieville, the nearest railway point. I urge this matter now because I imagine the Government will be operating the Caraquet railway in the very near future. The owners having accepted the offer, I hope that the necessary appropriation will be made in the Supplementary Estimates. I want to impress upon the minister the importance of connecting up the end of that road with Newcastle. We will then have a sort of half-moon line, starting at Bathurst on the Intercolonial railway, running round the shore and across the peninsula to Tracadie, thence on to Newcastle, forty miles from the starting point. The minister has this petition in his office; it has been there for some time. I have from time to time directed his attention to the matter and urged its favourable consideration. I can only leave it in his hands; I am sure he will not forget it when the proper time comes.

Mr. FIELDING: When we are making preparation for railway construction in the West—to which I am not objecting—involving many millions of expenditure, and when several hon. gentlemen are making proposals for other enterprises which would also involve large expenditures, I am sure that it will be a relief to the Minister of Railways to have his attention directed for a moment to an exceedingly modest appropriation which I desire to be made down in Nova Scotia. As we are adopting a system of national railways we shall no doubt in due time have to provide for extensions in the East and in the West, and other projects will be advanced later. But I ask my hon. friend, even at the risk of being deemed too persistent, to give attention to a modest claim for an extension of some three or four miles from the Halifax and Southwestern railway which will give immediate railway connection with Lockeport, a thriving and important fishing town. I have spoken of the matter on several occasions and I do not intend to enlarge on it now. I am aware that representations are being made to the minis-