

*C.N.R. Branch Lines*

cover island line. This would shorten the route 52 miles as against the haul to tidewater at Victoria. Besides shortening the route it would make a possible location for dumping of logs at tidewater, as there is not suitable location at Victoria for this purpose.

The construction of this line will make possible the hauling of logs off the Vancouver island line, which at present has a length which is prohibitive.

There are a large number of timber owners who stand ready to go into a big development of timber and its products as soon as this line is completed.

Sir HENRY DRAYTON: This is a matter about which I do not know very much, and I am going to ask my hon. friend to give us a few more particulars. I take it from what he has just said that he is going to build a logging railway.

Mr. GRAHAM: It is from an existing railway to tidewater.

Sir HENRY DRAYTON: From the explanation, there is no other object. Is that right?

Mr. GRAHAM: I would like to get what my hon. friend means in distinguishing a logging railway from another.

Sir HENRY DRAYTON: These logging railways are put in by the different logging concerns interested in the matter and they are not put in by the system. I have a distinct knowledge of logging railways. I have had to do some work in connection with them in British Columbia. Will my hon. friend look into this and let us have the information? If there is nothing more to be said of the matter than what he has read, it would appear that this is merely a logging railway and the country should not be put to that expense. How many miles of line are already constructed in connection with this bit of railway?

Mr. GRAHAM: About fifty-eight, I think.

Sir HENRY DRAYTON: Is this the line on which we now have the motor car service?

Mr. GRAHAM: I have not that information.

Sir HENRY DRAYTON: I do not know how the situation stands now, but we used to have only a motor car service on one of these lines, at any rate. There was not enough business to run a train. Does the minister know anything about that?

Mr. GRAHAM: The object of this bill is to get connection between the line and tidewater. I will try to get some more information, but it seems to me that there would be a great development of the timber-carrying trade. To haul the timber to Victoria to get to tidewater, as the memorandum states, the mileage is altogether too great; but if this short branch of eight miles were constructed, it

[Mr. Graham.]

would enable the timber to be carried on this railway and it would induce a development in that trade to get to tidewater by a very few miles' hauling.

Sir HENRY DRAYTON: What lumber is carried now on the railway? All of the lumber is not fifty-eight miles from tidewater.

Mr. CAHILL: How can lumber be carried on a railroad that is not built?

Sir HENRY DRAYTON: I was not referring to the extension; I was referring to the existing fifty-eight miles of track, as the hon. member knows. I am asking again what lumber is carried on that existing fifty-eight miles of track?

Mr. GRAHAM: Just this explanation which my hon. friend did not get. I would imagine the haulage to Victoria was very great. The memorandum reads:

The construction of this line will make possible the hauling of logs off the Vancouver island line, which at present has a length which is prohibitive.

Sir HENRY DRAYTON: Is all the lumber at the far end of the line?

Mr. GRAHAM: I could not say that.

Sir HENRY DRAYTON: Perhaps the minister, when he comes back, will be kind enough to have a little information as to this line of fifty-eight miles, what the service is, whether the truth is, as my recollection goes, that you have only a motor car service on it, or whether a good deal of business is done, because we have no information now.

Mr. McBRIDE: I might say from what I know of the timber on Vancouver island that I would not be at all surprised, if this line were built, if enough revenue were received from it to pay for the building of it in the first twelve months after it is completed.

Sir HENRY DRAYTON: Is this a logging line, or what?

Mr. McBRIDE: It is not only a timber country but there is a large agricultural district behind it as well.

Mr. DICKIE: I am thoroughly familiar with all the conditions relating to this particular line and I can inform the committee that it is one that is entirely justifiable. There is no motor service in this locality; what the hon. member (Sir Henry Drayton) is referring to is another line going into Sidney. Logs are already hauled on the line in question, 55 miles into Victoria and the railway is losing money on every carload of logs it carries. In the first place the line was badly conceived. The project was undertaken at the time that