

Railways endeavours to lead the House and the country to the belief that politics is largely eliminated from the Intercolonial railway, and while I am willing to believe that he is sincere in his attempt to exclude politics, yet, in the county of Cumberland just before the election of 1908, in the fall of the year, when the money was in a large degree wasted, thousands of dollars were spent on a survey for the proposed double tracking of the Intercolonial railway. The men in the field could not do competent work and they were hurried through the survey in order to cover the whole county. I am not a competent engineer, but my information is that it was not a bona fide survey. I should like to have a statement from the minister as to his intention with respect to the double tracking of the Intercolonial railway.

Mr. GRAHAM. That is a very large project. There is no doubt in the world but that a great deal of the freight of the Canadian Pacific railway is taken to St. John and whether that will continue in the future or not I cannot say. The Grand Trunk Pacific will not be completed for two or three years and the Intercolonial railway at present can handle all the freight that the Grand Trunk Pacific can give it which will only be local.

Mr. RHODES. You cannot handle it on a paying basis.

Mr. GRAHAM. What local traffic there is can be handled. So far as the Grand Trunk traffic is concerned the Intercolonial railway has it for 99 years under contract. No person with a sense of responsibility would undertake to say offhand what it is proposed to do with respect to the double tracking of the Intercolonial railway. If the government is going to undertake to put the Canadian Pacific railway and the Grand Trunk Pacific and the Canadian Northern railway into Halifax and St. John, then the government will have to double track the Intercolonial railway, but that is a matter for consideration and discussion with these companies, as to whether an arrangement can be arrived at by which the government may do that, or whether the railways will do it for themselves. We have been giving that very point a good deal of consideration.

Mr. RHODES. I appreciate that the project is a big one but no matter how big it is there must be a beginning. I ask the minister what consideration has been given to the results of the survey made in 1908 just before the general election; was that survey made with a view to some systematic beginning towards this double tracking?

Mr. GRAHAM. Some railways have surveys made fifteen years before they build

the line. The question of the better course to take in Nova Scotia is a difficult question to work out. There is a divergence of opinion among railway men as to what we ought to do.

Mr. RHODES. I hope, for the good name of the Minister of Railways, that the railway will not be run on political lines, and that when he decides which line to take, he will not do it in the month preceding the time of the next general election. A beginning has been made in double-tracking the Intercolonial railway to Painsec Junction, and that must be in view of some larger scheme.

Mr. CROSBY. We have a double track to Painsec Junction and also from Halifax to Windsor Junction.

Mr. GRAHAM. That accommodates the Dominion Atlantic.

Mr. CROSBY. It does, but has the government not taken into consideration the question of double tracking the Intercolonial railway from Halifax to Moncton? In the election of 1904 it was asserted that the work would be done inside of two years, and I do not think that candidates supporting the government would make that statement if they had not some authority to make it. I would like to know whether the government has come to that conclusion or not?

Mr. GRAHAM. I have said that we have that whole question under consideration, and it will take a good deal of consideration before we arrive at a decision.

Mr. CROSBY. Then I am to understand that the government has not arrived at a conclusion that they will double track the line from Halifax to Moncton?

Mr. GRAHAM. I have given my hon. friend the only answer that I can give.

Moncton—Locomotive and car shops with equipment and new freight yard and cut-off line, \$200,000.

Mr. STANFIELD. Is the minister aware that the roof of these shops is in bad condition?

Mr. GRAHAM. The roof has been somewhat faulty, but repairs have been made to it.

Mr. STANFIELD. Is it now satisfactory to the workmen?

Mr. GRAHAM. My information is that it is satisfactory to the engineer?

Mr. STANFIELD. The information I have is that there are complaints from the workmen of leakages in the roof which are so bad that they have to put tarpaulins over some of the machines.