

inevitable without sacrificing time in the communications between the two.

372. Extension to Halifax..... \$37,500

Sir CHARLES TUPPER. This is for the purpose of providing increased accommodation at Halifax. The volume of traffic has been so greatly increased that additional yard room was absolutely required. I thought this expenditure might have been postponed, but in consequence of the very urgent representation of the superintendent it was found absolutely necessary to incur it. The letter is as follows:—

“From what I can learn, the amount for the new main line at Halifax has been struck out of the Estimates. I regret this very much, because it is an improvement absolutely necessary, and unless something is done in that way during the coming season we shall certainly be very much hampered in moving the traffic at Richmond and Halifax next winter. We have had a great deal of trouble this winter, and extra expense has been incurred in order to work the traffic. A considerable portion of the delay and extra expense would have been avoided if the facilities were better.

“The earnings for the month of March were the largest of any month since the opening of the road, amounting to over \$199,000, or an increase of \$34,000 over the month of March last year.

“There is reasonable ground to expect that next winter here will be a corresponding increase in traffic, and if so we will be but ill-provided for if the improvements spoken of are not made this summer.

“I would, therefore, strongly urge upon you to again submit the amount for consideration.

“Your obedient servant,

“D. POTTINGER.”

So that the hon. gentleman will see that the increased traffic for the single month of March is nearly sufficient to cover the expenditure, and there is reasonable ground to expect that next winter there will be a corresponding increase of traffic.

373. Rolling Stock..... \$65,000

Sir CHARLES TUPPER. This is to provide for the means of removing the traffic in the four months in the year, during which we never had the means either in locomotive power or cars.

374. Cape Traverse Railway \$189,200

Sir CHARLES TUPPER. One of the conditions of union with Prince Edward Island was an engagement on the part of the Dominion Government to provide continuous steam communication between Prince Edward Island and the Intercolonial Railway. To carry out that engagement the Dominion Government had the steamer *Northern Light* constructed; but that steamer, though effecting considerable improvement in the existing communications, entirely failed in maintaining continual communication. The late Government directed a survey to be made between the Intercolonial Railway and Cape Tormentine, on the one side, and Cape Traverse and the Island Railway on the other. This survey was completed, and a report made by the able engineer appointed by the late Government, recommending the best points for railway connection. And we are now carrying out the policy contemplated by the late Government in ordering this survey to be made. This vote is for the purpose of constructing eleven miles of railway, or thereabouts, from the Prince Edward Island Railway to Cape Traverse. It is not settled whether it shall be the county line or another point, the name of which escapes me, as the best means of connecting the Island Railway with Cape Traverse and the construction of such docks as are necessary at Cape Traverse for the purpose of making the communication as perfect and as effectual as possible. I may be asked why provision is made for carrying out this design in Prince Edward Island and not on the mainland. I may say that it would have become the duty of the Government, and we would have been prepared to bring down an estimate for the construction of the connection between the Intercolonial Railway and Cape Tormentine, but for the fact, that in the

meantime that service has been provided for by the Government of New Brunswick, who have renewed the charter of a private company who propose to construct that work with the aid of a subsidy. Under these circumstances we felt that we could not ask Parliament to provide for a service which was apparently provided for by the Local Government.

Mr. MACKENZIE. Under what Bill is this to be constructed? There is no Bill for building a railway in this place that I know of. Surely the hon. gentleman does not intend to build a new railway by virtue of a vote in the Estimates.

Sir CHARLES TUPPER. The hon. gentleman knows that we have power, without even going to Parliament, to build six miles of a branch.

Mr. MACKENZIE. I am not aware of that.

Sir CHARLES TUPPER. Yes, the hon. gentleman knows that there is a provision to extend railways for six miles. I think the authority of Parliament to extend a branch over a Government railway of eleven miles would be quite as sufficient on Prince Edward Island as it is from St. Charles to Point Levis.

Mr. MACKENZIE. The hon. gentleman must be aware that he cannot expropriate land or do anything else merely because he happens to represent the Government. He has no power to touch property.

Sir CHARLES TUPPER. I will look into that point.

Mr. ANGLIN. Will the hon. gentleman state what provision he will make at the terminus of this road to enable the steamer to ply during winter? During winter the solid ice extends out one and one-half miles, and it is necessary to make some provision to enable the steamer to approach some wharf or place connected with a railway, unless he expects the steamer will be strong enough to work her way through the ice.

Sir CHARLES TUPPER. That is a very important point. It will have to be, to a certain extent, experimental as to the best means of establishing water communication during the severe portion of the winter. A considerable expenditure is involved in the design, both in Prince Edward Island and at Cape Tormentine, to attain such wharf communication as will give the necessary facilities when we are not obstructed by the ice. When the ice forms measures will have to be taken to make the communication which is now regularly maintained by ice boats. It will be to some extent experimental as to how far the board ice will have to be made available on the two sides. It would not be possible to run up wharf communication so as to make a contact with the water without using the ice which forms on the two sides for a portion of the winter.

Mr. ANGLIN. There is great reason to doubt whether the action of the Local Legislature grants a sufficient subsidy—I think it is only \$3,000 a mile. My impression is that they had some idea of getting assistance from the Dominion Government.

Mr. MACKENZIE. I differ wholly from my hon. friend beside me. I think the Government should build no branches if they can get other people to build them. It was the policy of the late Government to get rid of all the branches as soon as possible.

Sir CHARLES TUPPER. There is a good deal to be said in favor of having this road in the hands of the Government.

Mr. ANGLIN. There is a small piece of line forming a portion of a through line which we are bound by our treaty with the Island to finish if possible.