

the ice was in the strait, the Scotia could run between Cape Tormentine and Port Borden and ferry cars.

With reference to standardizing the gauge, a couple of years ago I went to Prince Edward Island, and in order to save transfer at Port Borden, we extended the standard gauge to Charlottetown and Summerside. I was informed then that that would provide for about 75 per cent of the business of Prince Edward Island. The time for the extension will come, and as soon as the Government can see its way clear to commence that work it will be proceeded with.

The hon. member for Maisonneuve (Mr. Lemieux) and, I think, the hon. member for Quebec East (Mr. Lapointe) spoke about the railways operating down to Gaspé. One-half of the road is in good shape and the other is not in good condition. For the last two or three months the bondholders of that road have been pressing the Government to take it over, the price that they ask being, I think, about \$3,000,000 or about one-half whatever the bonds are. The road as it is being operated at present is bringing in no revenue to the bondholders; they are losing money, and anything they get out of the road will, of course, be really a gift to them, and so far as I can understand there is not much future for the value of the bonds to the bondholder. The position is exactly the same as regards other lines in New Brunswick and Nova Scotia. The amount asked by these parties by the road is such that I would not be justified in recommending the Government to pay it when we are taking over all other branch lines in Nova Scotia and New Brunswick on a certain basis that was agreed on by the Government. If the owners of the bonds had offered to hand over the road to the Government for a price comparable with the prices at which we were purchasing the branch lines in the lower provinces, I should be glad to recommend such a price. There the matter stands. What will happen, I cannot say; but it is altogether likely that like all the other lines, this road will in the end come to the Government. I do not, however, think it would be fair to pay a very high price for this road and then treat other roads in other provinces on a different basis. That is the reason why I could not make any headway in the negotiations with the present bondholders, and the matter must remain there until they at least reconsider the offer they have made to the Government. I have been in the Gaspé peninsula, and I know the situation there. I agree with the hon. member that it is a

most important part of the Dominion, a splendid country, and one that should have the very best and most up-to-date railway facilities. I think that answers the hon. members for Maisonneuve and Quebec East.

The hon. member for Northumberland (Mr. Loggie) urged that we build a railway from Newcastle to Tracadie. I had not heard of this before, but I understood him to say that the road should be built in connection with the taking over of the Caraquet and Gulf Shore Railway. I shall be glad to give that consideration when we have completed the transaction for taking over the Caraquet and Gulf Shore Railway. We have made an agreement for taking over that road, and an item for its purchase will appear in the Supplementary Estimates.

The hon. member for Shelburne and Queen's (Mr. Fielding) again drew my attention to the fact that Lockport was three or four miles from the Halifax and Southwestern Railway, and asked that consideration be given to that. I think I have already taken up that matter with the Board of Management. When it is drawn to their attention I cannot see why that should not be done.

The hon. member for Westmorland (Mr. Copp) criticised a little, and of course I cannot find fault with that in view of the experience he says he had with the car service on the Intercolonial. I am firmly of the opinion, however, from what I can hear from those travelling on the line that sleeping cars and the service as a whole is really equal to that of any other railway in Canada at the present time. During the war we were not able to purchase new cars and owing to the heavy work it is true that our cars, like those of other railways, are not as good as they were prior to the war. Furthermore, we have had to put into service almost every car we can get, owing to the increased mileage and the increased work we have to do. My hon. friend instanced the case of a private car being attached to the Ocean Limited which prevented the travelling public from viewing the scenery from the rear of the train. I understand that that was not a private car owned by the Government.

Mr. COPP: I think it was.

Mr. J. D. REID: Whether it was or not, it is not right that a private car should be attached to the rear end of a train carrying an observation car. If it is a regular Pullman, it is different. As a rule the railways put the private car next to the baggage, so that it does not interfere with the travel-