

Diversion of line, Sydney Mines to River George, \$25,000.

Mr. GRAHAM. This is somewhat like the Chatham proposition. On this piece of track there is a grade both ways. There is a very large traffic on that section, and to continue to do business hauling up grade both ways is out of the question. The diversion of this line, which would cost, I think, anywhere from \$375,000 to \$425,000, would put North Sydney and Sydney Mines on the main line, would do away with the operation of quite a length of branch, and would give us a comparatively level grade. After looking into the matter, I considered it a business proposition and decided to submit it to the House.

Mr. SAM. HUGHES. Are the highly paid engineers of the department satisfied with it?

Mr. GRAHAM. Yes.

Petit Rocher—spur track to wharf, \$15,000.

Mr. GRAHAM. The Public Works Department have constructed a wharf at this point, and we want to get access to it by rail.

Mr. FOWLER. What will that cost?

Mr. GRAHAM. The approximate cost will be about \$30,000.

Mr. FOWLER. Is there any business done at Petit Rocher, or is it something like the wharf at Caraquet, where business is expected in the dim and distant future? The hon. member for Gloucester (Mr. Turgeon) gave us an explanation of that at one time. He said that at Caraquet there was no business yet, but he hoped that at some time there would be business. In the meantime that part of the wharf which did not drift out to sea was rotting away. The hon. member for Gloucester seems to have a great capacity for drawing grants from this government; but the unfortunate thing is that in most cases the money is spent for useless works which can only serve the purpose of strengthening the hon. gentleman in his constituency, while the rest of the province suffers on account of the great pull which the hon. member seems to have with this government.

Mr. TURGEON. Surely my hon. friend knows the resources of Petit Rocher as well as I do. So far as Caraquet is concerned, he knows what I meant when I said that the harbour there could not be yet used by ocean steamers, as we could not get the railway company to build a spur to the wharf to afford the same kind of accommodation that this proposed spur will afford at Petit Rocher. It is true that the Petit Rocher wharf is not used by anybody yet, because it is not yet completed. But it will be completed and handed over to the government within the next two

Mr. GRAHAM.

months, and there is an immense possibility of business there, especially in the shipping of lumber. The only way to make that district productive is to afford transportation facilities, and this spur will give accommodation to that splendid location that I have heard praised so much by our friends opposite.

Mr. SAM. HUGHES. How long is the spur?

Mr. TURGEON. About three-quarters of a mile.

To provide for survey to ascertain the best route for an additional line from Moncton, New Brunswick, or Amherst, Nova Scotia, to a point at or near Truro, Nova Scotia, \$10,000.

Mr. GRAHAM. A few weeks ago a very important deputation waited on the government and urged strongly the wisdom of looking into the matter of having a link constructed from Moncton to Truro or from Amherst to Truro to shorten the line to Halifax and to get better grades. One idea was to have an eye to the increased traffic that will pass in the future over that portion of the Intercolonial Railway. This line would also serve a new country that is not now served. In order to find out exactly what the request meant, what benefits would be derived, and most of all what the proposed line would cost, I decided to put an amount in the estimates to survey the line.

Mr. SAM. HUGHES. Is it intended to run north or south of the present line?

Mr. FIELDING. South, by Parrsborough on the Bay of Fundy.

Mr. FOWLER. I read in the papers the other day that there was to be double-tracking from St. John to Hampton. Has the minister any information about that proposition?

Mr. GRAHAM. I really have no information on that point. I did say the other day in a speech which I thought was a good speech that if we carried all the traffic to Moncton that we hoped to carry, there would be an ultimate necessity of double-tracking the line from Moncton to St. John as well as from Moncton to Halifax.

Mr. FOWLER. Was the minister only indulging in prophecy, or has he any present intention of doing that?

Mr. GRAHAM. Not until it is needed.

Mr. E. M. MACDONALD. I hope that the minister, before deciding on the direction of any new line of railway, will take into consideration the very much greater advantages that would be afforded by building a line from Moncton along the northern portions of the counties of Westmoreland and Cumberland to Pugwash. By so doing he will secure a line running through a country where much better grades can be