

No formal contract has been made or prepared and it is now considered desirable to abandon the project of constructing this branch line at present, and to cancel such contract as may have been created by the above-mentioned acceptance of the company's tender.

The supplementary estimates for the fiscal year ending March 31, 1916, contained the following item in vote No. 465, Railways and Canals, chargeable to capital, Intercolonial railway:

"Branch line from Sunnybrae to Mulgrave, \$1,000,000."

This was in consequence of a statement by Mr. Cochrane, as Minister of Railways, to parliament, on March 25, 1915,—Hansard page 1468:

The line is to run from Sunnybrae, and down to the ferry there, with a branch up to Guysborough. It is not definitely settled yet to which point it will go, or whether it will go to Guysborough and Country Harbour. When the supplementary estimates come down there will be an appropriation for starting the work.

Subsequently the Minister of Railways brought down a plan of the proposed Guysborough branch and a memorandum which is to be found in Hansard, page 1700, March 29, 1915, reads as follows:

Re Guysborough subdivision—Intercolonial railway

The proposed railway extends from Sunnybrae to Mulgrave by way of Guysborough. Preliminary surveys have been made which indicate that the railway can be built on a maximum grade of five-tenths per cent westbound.

The details of the surveyed routes, is from Sunnybrae to lake Eden, thence down the East river St. Mary to post near Country Harbour Cross Roads, thence east along the valley of the Salmon river to Guysborough harbour, along the shores of Chedabucto bay and straits of Canso to Mulgrave.

The line is about eighty-eight miles in length. The distance from Truro to Mulgrave by way of Guysborough is 137 miles. The distance from Truro to Mulgrave by the present line is 122.3. The distance from Sunnybrae to Guysborough is sixty-five miles.

The object of the proposed railway is first to give transportation facilities to the central portion of Guysborough county and the port of Guysborough, and second to construct that railway with such grades as to make it the economical route for heavy traffic to and from Cape Breton over which it will be possible to haul practically double the amount of tonnage that can be hauled by the same power over the present line, which provides a great economy in operating expenses although the distance is increased about fifteen miles.

Sir HENRY DRAYTON: These remarks would not apply to this line.

Mr. GRAHAM: Well, a good portion of it.

Sir HENRY DRAYTON: That was the line to Mulgrave to reduce grades.

Mr. GRAHAM: Let me put this on Hansard. This is what happened. This is dated March 25, 1915, and I read the following discussion from Hansard:

Mr. Sinclair: The Country Harbour branch was a part of the route as originally projected, and I want to ask the minister if he includes it in the present proposal. It is not in the mileage given.

Mr. Cochrane: Ultimately, yes, because the plan shows both places.

Mr. Sinclair: Is it on the plan?

Mr. Cochrane: Yes.

Mr. Sinclair: But you are not proposing to build it now?

Mr. Cochrane: Not until later on. I think the other road is the more important. The million dollars that I told my hon. friend would be included in the supplementary estimates will not be expended on that portion of the road at this time.

Mr. Sinclair: When does the minister propose to build the Country Harbour branch?

Mr. Cochrane: As soon as we can. I brought the map to show the hon. gentleman the whole scheme that is proposed.

Mr. Sinclair: It will be a great disappointment to the people on that part of the coast of Nova Scotia when they learn that the Country Harbour branch is dropped out of the proposal.

Mr. Cochrane: It is not dropped out of the proposal. I brought the map and the hon. gentleman can see that the road goes to both places, but I do not want to mislead him by saying that we are going to start on the branch to Country Harbour this year.

Mr. Sinclair: I quite understand that. The point I made is that while it is on the map it is not included in the minister's present proposal.

Mr. Cochrane: It certainly is a part of the proposal. The scheme as laid out includes branches from Sunnybrae to Country Harbour and Guysborough.

Out of the vote mentioned \$22,000 was expended in surveys, and in the following year \$978,000 was voted in the Intercolonial railway estimates of 1916-17, as found on page 52 of the estimates of that year. Then at page 2,767 of Hansard, April 11, 1916, Mr. Graham asked as to the condition of the line for which this money was being voted, and Dr. Reid who was Acting Minister of Railways in the absence of Mr. Cochrane through illness, replied as follows:

The length of this line is 93.18 miles. The object of the proposed railway is, first, to give transportation facilities to the central portion of Guysborough county and to open up and develop this portion of the country; and, second, to construct the line with .6 grade eastbound and westbound that will serve as a low grade route for the traffic from the Sydneys, Cape Breton and Newfoundland. By building the railway on the grade mentioned this traffic, which consists largely of steel products, can be handled more economically than over the present route. During the present year location surveys and plans have been completed but no construction work has been started. The amount voted in 1915-16 was \$1,000,000, and the estimated expenditure out of that amount was \$22,000, leaving to be revoted the amount of the present vote, \$978,000.

Mr. Sinclair: When does the minister intend to build this railway?

Mr. Reid: Just as soon as financial conditions will admit of it, it is the intention of the government to build this line.

I might say in short that that is the history of the line. It was in the programme for Nova Scotia which was started in 1910 or