

not sufficient accommodation in Halifax for even a single road, but with the construction of a double tracked road it will be necessary to provide additional facilities, and put our road in such a shape as to be a credit to the Dominion. We have a port there which is a credit to the Dominion and we should be proud of it. Western people should be able to send their products down to our eastern ports, if not all the year around, at least during the winter season. The minister may think that I am taking up a good deal of time, but it is better for me to say what I have to say because I am compelled to say this in order that I may be able to say something when I go to Halifax. The minister knows that he can say something when he goes to Halifax, but the difference between him and me is that I have to live there all the time. He can get away and live somewhere else, but I have to do something as well as say something. I am sure the minister will support me in my effort to provide terminal facilities, and not only to provide terminal facilities, but to arrange at an early date for the double tracking of the Intercolonial railway from Moncton to Halifax. We have a railway running into Dartmouth. The local government have been trying to build a road from Dartmouth running eastward through Halifax and Guysborough counties and stopping perhaps nowhere, but they have not been able to get capital to build that road, and I do not think it would be possible for them to get the capital. They have been trying to build that road for I cannot say how far back, perhaps from a time before I went to Halifax at all. It strikes me that the government could make the Intercolonial railway a paying road and afford more accommodation to the people by having a terminal at Dartmouth. All they have to do is to start from Dartmouth with that road, construct it down through the eastern part of Halifax county, through Guysborough county, connecting with the Intercolonial railway at Canso, crossing on the Intercolonial railway ferry from Canso to Point Tupper, going down to Richmond county, into Cape Breton county, to Louisbourg, connecting the Louisbourg railway, coming back to Sydney and connecting with the Intercolonial railway again at Sydney thus making a loop of the province of Nova Scotia. If another company should build that road there is no doubt that the Intercolonial railway would have to take it over some day, and if that be so is it not better for the Intercolonial railway to construct it now and give the people the accommodation that they have been seeking for a long time? I put that proposition to the minister two or three months ago. I have not heard from him, but I did have an inkling that there was a possibility of

Mr. CROSBY.

the government taking it up. The Intercolonial railway skirts only one side of Nova Scotia and a great many of the people of that province are without railway accommodation. We have the Halifax and Southwestern railroad in eastern Nova Scotia, and while we cannot say that we are particularly proud of it yet it is better than nothing. I impress on the Minister of Railways that he should do something for Halifax and for Nova Scotia generally. I am not unmindful of the advantage to the city of St. John from the double tracking of the Intercolonial railway from Moncton to St. John, and also to Halifax. Although we treated the minister pretty well in 1908 when he came down there, I have no objection to his being treated better when the next election comes round if he gives us what we are entitled to.

Mr. ARMSTRONG. Has the minister no reply to make to the member for Halifax who spoke with such earnestness and good faith?

Mr. GRAHAM. I think the member for Halifax (Mr. Crosby), is pretty well able to take care of himself in any kind of company. My hon. friend (Mr. Armstrong) evidently was not here when we discussed this vote at the beginning, and it is only part of the total estimated expenditure of \$233,000 when we got through. All that the hon. gentleman from Halifax has said will receive the serious consideration of the government and it must be understood that the three transcontinental lines, the Canadian Pacific railway, the Grand Trunk Pacific, and the Canadian Northern railway must get to Halifax as well as to St. John.

Mr. RHODES. What does the government propose to do with respect to the double tracking of the Intercolonial railway from Moncton to Halifax? We may spend millions upon millions upon terminals at Halifax but the money will be practically wasted unless we have a railway over which to carry the traffic. It is well known that on the present Intercolonial railway single track, not only do the gradients not conform to the standard laid down by the Grand Trunk Pacific but they are unusually heavy especially through the Westchester mountains. It is economically impossible to carry traffic at the present time over the Intercolonial railway to Halifax on a paying basis, and in any case a single line will not take care of the traffic. If it is intended sooner or later to double track the line a beginning should be made very soon. I am aware that the Intercolonial railway is double tracked from Moncton to Painsec but that is only a tithe of the way, and it is the portion of the road where construction is of the easiest character. The Minister of