

Mr. CROSBY. But my hon. friend thinks he can build one on good stories and talk. He told us he had bought the Cunard property to give better freight accommodation for Halifax, although he told me in the House that he only bought it because it was a bargain. He did not spend a dollar on it, but retained those who had the property as lessees from 1906 to the present time. The only thing he has done is to cheat the city of Halifax out of \$100,000 taxes because we could not tax the government property. God knows we have enough down there that they do not pay taxes on. Halifax is one of the great Atlantic ports of Canada. Of course if Canada goes into reciprocity she will not need an Atlantic port, but I wonder what Canada would have done if Nova Scotia and New Brunswick had entered the United States and not become part of the Dominion. You would be very glad indeed to vote a great deal of money to get these provinces in order to have outlets on the Atlantic. We hear a great deal of the Grand Trunk Pacific. We hear of their getting terminals in Portland and Boston, and building a great new depot in Providence, but we never hear of their acquiring property in St. John or Halifax. I am as anxious to see St. John get trade as Halifax, there is plenty of trade for all these ports if we take care of that trade. If the Intercolonial railway is to handle the traffic from Moncton to St. John and Halifax, it should be double-tracked on these sections, and there is much to be done to prepare it to handle that traffic. If this government had done what they should have done between 1904 and 1908 I would not be here. I did not want to come up here but the people in Halifax thought that although they had been sending up two strong supporters of the government the ministers had put them aside, and at last the people of Halifax put those representatives aside. I propose either to have something done or to be able to tell the people the reason why. Every year we are told something must be done in Halifax. We cannot go on from year to year, it must be done now. We had the Canadian Northern steamers coming to Halifax this winter without any dock accommodation at all. I think the minister has a desire to do something for Halifax, but when he gets away he forgets all about it. I think the railway would be better off if we had some man closer down there, even the hon. Minister of Public Works (Mr. Pugsley). We might get him past St. John sometimes. Of course, it is very difficult to get him to undertake any public works beyond St. John, but we might get him past St. John if he had charge of the railway. I really feel that the Minister of Railways does not give enough attention to the eastern part of the railway. Sometimes we hear men from

Ontario saying that the Intercolonial is a millstone around the neck of Canada, and that it costs a great deal of money. I have heard some hon. gentleman sitting on the other side of the House say that they did not want to have anything to do with the province of Ontario. I never shared that feeling myself. We have a great deal in common with our friends of Ontario and the west. This road is a great advantage to Ontario as it is a great advantage to us, but we cannot get this advantage unless we have the necessary accommodation. The only terminal port of the Intercolonial railway is Halifax, and I say that without intending to cast any reflection upon St. John at all because when they go to St. John they have a competitor.

Mr. PUGSLEY. My hon. friend might elaborate that idea a little.

Mr. CROSBY. It would be a good thing if my hon. friend the Minister of Public Works would elaborate his ideas a little, come down to Nova Scotia a little oftener than he does, and not hang around St. John and Courtenay bay so much.

Mr. PUGSLEY. Some hon. members think that we go too much to Nova Scotia.

Mr. CROSBY. When an Intercolonial railway train goes to St. John it hands its freight over to a boat that is usually controlled by the Canadian Pacific railway. That boat goes across to the old country, and comes back to St. John, but it does not hand its freight over to the Intercolonial railway; it hands it over to the Canadian Pacific railway. If the Intercolonial brings a load of freight to Halifax it goes on a boat not controlled by the Canadian Pacific railway and that boat brings a cargo back to Halifax and hands it over to the Intercolonial, because there is no other railway to take it. Therefore, the government should do something to provide better accommodation at Halifax. I am very proud to know that St. John has the Canadian Pacific railway. It is a great advantage to the port of St. John. Although we in Nova Scotia assisted largely in constructing and making the Canadian Pacific railway a success we have never benefited one iota from that road, while St. John has. The time has come when we need terminal facilities, and when we need to have the Intercolonial railway double tracked. I am not talking about the conditions that exist between Quebec and Moncton, I am accepting the conditions as they are, but the time has come when the railway should be double tracked from Moncton to Halifax and from Moncton to St. John. If it is to be done by the time the transcontinental railway is constructed to Moncton it should be commenced at once. There is no time to lose. The minister knows that we have