

accepted and approved of by the Government, I invite particularly the attention of the Minister of Railways to this section. It could be done in a way that would be a very great advantage in connection with the Intercolonial itself.

Mr. BORDEN: What would be the eastern terminus?

Mr. EMMERSON: The eastern terminus would be in Halifax or what is known as the Brulé route. Perhaps my right hon. friend the leader of the Government is familiar with that route known as the Brulé route.

Mr. BORDEN: That was from Truro to Brulé.

Mr. EMMERSON: Yes, it would come out at Truro. Some people have recommended that that railway should go to Country Harbour; others have advocated that such a line of railway, that is an extension to Painsec through the county of Westmorland, Cumberland and Colchester should come out at Truro; in any event it solves the problem which I am sure my hon. friend the Minister of Railways has had presented to him for solution in connection with the double-tracking of the Intercolonial. There are those who advocate the double tracking of the Intercolonial from Moncton right through to Truro, and thence to Halifax; there are others as well who claim that it would be to the very great advantage of Canada that the Intercolonial should have a second route, not exactly a double track along the same roadway, but it would afford an outlet for the congestion of freight business. If it were constructed from Painsec junction, where there is a double tracking between Moncton and that point, if that were extended on through the parishes of Shediac, Botsford, Westmorland and through the rich and fruitful county of Cumberland, thence on through Colchester, and then either go to Truro or more directly to the eastern section of the province of Nova Scotia, whichever route was deemed the most favourable, would be a very great advantage to the Intercolonial as a transportation railway. It would be of immeasurable advantage to those sections of New Brunswick and Nova Scotia which it would thus traverse. I simply invite the attention of the Minister of Railways to this project which has been under consideration for many years. It is a proposition which I have always favoured, and I believe it is one the execution of which would be justified today. These matters, however, are always the result of an evolution of ideas and conditions, and come about with the change in the course of trade events and the educative forces which influence the judgment

Mr. EMMERSON.

of men. I think the public mind is ready for the acceptance of this idea. It becomes only a question of adopting the principle and constructing additional branches of the Intercolonial railway.

Mr. JOHN H. SINCLAIR (Guysborough): I placed a resolution on the Order Paper, which I intended to discuss at a future day, relating to the same matter as affecting the constituency I have the honour to represent. But as the matter is before the House, and as the Prime Minister and the Minister of Railways are in their places, I desire to say a few words with regard to the matter. We had not the pleasure of the presence of the Prime Minister the other day when the question was being discussed, and the Minister of Railways did not favour us with very much information with regard to what he intended to do in eastern Nova Scotia. Besides, the hour was late, and the resolution to which we were speaking was adjourned.

This matter is of very great importance to the county I have the honour to represent. The history of what has taken place in the last three years need not be repeated, as it is familiar to the Prime Minister and the Minister of Railways. Referring to the remarks of the hon. member for Westmorland (Mr. Emmerson), as to a proper terminus of the road when extended, I would point out again, as I have done on various occasions before, the advantages of the port of Country Harbour. There are also great advantages in regard to the line itself, the main one being that it passes through a level country where there would be very slight engineering difficulties, and where a good level road corresponding with the other parts of the Grand Trunk Pacific railway could be obtained. Anyone who is familiar with the geography of Nova Scotia will know that as you go east from the county of Colchester the mountains flatten down. The height of land is, I am told, only about three hundred feet between the county of Guysborough and the county of Antigonish. Consequently, a very level road could be obtained, starting from Moncton and going towards Oxford utilizing the Oxford branch and passing through the extensive coal fields of Pictou—and it is of itself an advantage to a railway to pass through great coal fields—and proceeding to the port of Country Harbour. In that way you avoid the Cobequid mountains and the difficulty of the grade. And when we reach Country Harbour, we have a port 100 miles nearer to Europe, and one of the best harbours on the eastern coast of Canada. The Royal Commission appointed some years ago to investigate the question of harbours on the coast of Canada referred especially to the port of Country Harbour as one of the