

Mr. EMMERSON. Yes.

Mr. R. L. BORDEN. Is it expected that the thirty feet will accomplish that?

Mr. EMMERSON. No, the whole of it would cost about \$70,000. We would require at least \$30,000 more after the year 1905-6 if the necessity for it should arise. A certain number of berths will be provided by this expenditure; and if the traffic increases as we hope it may, there will be at least \$30,000 more required to complete the whole work.

Mr. R. L. BORDEN. How many berths will the present vote provide for?

Mr. EMMERSON. When this is completed we will have five berths.

Double tracking parts of line, Intercolonial Railway, \$100,000.

Mr. R. L. BORDEN. I should like to have a statement of what work is done, how long it has taken, when it is anticipated the double track between Halifax and Windsor Junction will be completed, and whether or not the hon. gentleman contemplates double tracking the line from Halifax to Truro?

Mr. EMMERSON. Last year we had a vote of \$150,000 for double-tracking parts of the line. We anticipate that the expenditure during the present fiscal year will be \$100,000, so we shall require a revote of \$50,000 for the year 1905-6. The proposal for double tracking under this vote includes these portions:—From Richmond to Rockingham, about 2½ miles, estimated cost \$47,768; from Bedford Bridge to Windsor Junction, about 5 miles, \$112,200; from Rockingham to Bedford Bridge, about 4½ miles, \$112,000; widening of Bedford Bridge, which will cost about \$45,000; making a total for that section of about \$317,000.

We have had in contemplation the double tracking of the line between New Glasgow and Stellarton, and also between Pointe Lévis and Chaudière Curve. That has not been undertaken as yet. We have also in contemplation the double tracking between Moncton and Painsic Junction. No vote has been asked for these. We hope ultimately to extend the double tracking from Windsor Junction to Truro. No steps have been taken as yet to ask parliament for that vote, because these works cost a good deal and we do not wish to ask for excessively large votes. We prefer to await the gradual increase of the business. I believe, in view of the growth of the traffic, that it will be absolutely necessary to double track from Halifax to Truro—indeed right on to Moncton.

Mr. R. L. BORDEN. Some portion of this work has been completed?

Mr. EMMERSON. Yes, between Richmond and Rockingham has been double-

Mr. R. L. BORDEN.

tracked and is in use. Between Rockingham and Bedford Bridge is under contract, and it is expected that the work will be completed early this spring. A further contract has been let between Windsor Junction and Bedford Bridge.

Mr. R. L. BORDEN. Who are the contractors?

Mr. EMMERSON. Reid McManus had the contract between Bedford Bridge and Rockingham, and also has the one between Windsor Junction and Bedford Bridge. That contract was let in January.

Mr. R. L. BORDEN. These were let after public advertisement, I suppose?

Mr. EMMERSON. Yes.

Mr. R. L. BORDEN. I do not know whether the minister can give us information as to the possibility of avoiding some serious delays that have taken place. I am not speaking by way of criticism. After a delay of sixty-four hours at Oxford Junction on my way to Halifax recently, I was inclined to be critical I must confess; but when I had an interview with the divisional superintendent and had examined the snow banks they had to contend with—mountains one might say—and understood the very compact nature of them, I was rather inclined to wonder that the men got the train through as quickly as they did. But I may say, to give hon. members an idea—I suppose the minister has an idea already—of what the men have to contend with, I was told by the divisional superintendent that when two engines with an ordinary snow-plough, which, it is well known, will stand a very great strain, charged one of the snow-banks at fifty miles an hour, the snow-plough crumpled as if it were so much paper. In some cases there had to be a cutting through banks not less than forty feet high. Loaded teams came along while the train ahead of us was stalled for four days, and succeeded in getting across by driving over the top of the snow-plough. It occurred to me and others in the train, that, possibly delays might be prevented to some extent in the future by building snow-sheds or snow-fences. I talked that over a little with one of the officers of the road, and he told me there were snow-fences already at some of the exposed points. But it seemed evident that, if we are to have winters in the future of anything like the severity of that through which we are passing, a great saving of money could be effected to the department and the country by making provision to prevent to some extent, at least, the immense drifts that have piled up over the railway during this winter. Of course, the minister will realize that, not only has there been very great inconvenience and loss of time, sometimes under very distressing circumstances, but