

mitted would not pay the interest, is the very section, which, in the province of Nova Scotia, the Minister of Railways is now building. A gentleman who was a colleague of the Prime Minister in this House before the last election, made a speech upon the resolution which I moved on the 12th of November, 1910. In that speech he acknowledged that the road in the eastern part of Halifax county would not pay interest. The Prime Minister himself, then leader of the Opposition, on appearing in Halifax and advocating the building of the road by the former Government, admitted that for the first year at all events there was not a very great prospect of this road paying the interest. In the face of that evidence, we have that road being built, whereas roads that have so very much better reasons for being built that they would come within the very rigid rule of the minister, were left out in the cold. It is quite unnecessary for me at this stage to bring again to the notice of the Minister of Railways the steps which have been taken. The good faith of the position which we took at that time has been proved over and over again; that is not questioned by the Department of Railways, by the Government, or by the people of the county of Victoria. All we ask, and all I urge upon the Government is that the same even-handed justice should be meted out to us in that section of the country, that is handed out to other parts of the province of Nova Scotia. I submit that the county of Victoria is one of the oldest settled countries in eastern Canada; its coast line is very extensive; its fisheries are extensive; its mineral resources are extensive; but on account of bad railway facilities, it is impossible for us to induce capital to give attention to the development that the importance of these resources demand. We had hoped that after a delay of nearly two hundred years, we would be given this boon of a railway; it has not been given to us; it has been cut off. It is not yet too late, and I speak with due deference as to the ideas that the Prime Minister may have about this matter, that I may be doing him an injustice in saying that he has treated us somewhat harshly in this matter. He may have good things in his mind in respect to us; but it is certainly my duty to bring to the notice of this Government, as I have persisted in bringing to the notice of the former Government, the needs that we have in the county which I have the honour to represent. As I succeeded in having this thing acknowledged, the principle admitted and the money voted by a former administration, surely my right hon. friend does not think he is assuming any particular responsibility in carrying out what no member on either

side of the House can criticise as a question of principle. It has been admitted; it has been acted upon; and there is nothing now really but to carry out the solemn contract into which this Parliament has entered to give to the county of Victoria and the other non-railway counties of the provinces what they stand so much in need of and what was really denied them when they should have had it many years ago. I need not tell the Prime Minister, the Minister of Railways or the Government the many excellent resources we have in the county of Victoria and in the other non-railway sections of the province. I speak on this occasion without any particular preparation; I had no intention of bringing this motion up to-day; but I am rather forced to bring it up, and I am glad to have it dealt with at as early a stage as possible. Even now I think I have sufficiently reminded the Prime Minister and the Minister of Railways of the true condition of things to enable them to have no doubt as to what their course will be in regard to what the real purpose of this motion is.

Mr. BORDEN: I was not in when my hon. friend alluded to some particular line of railway in his own constituency, to which he desired to call the attention of the Government.

Mr. McKENZIE: The Prime Minister will remember that in 1910 and 1911, it was intended to build some section in the county of Halifax, in the county of Guysborough, and in the county of Victoria. It was from a place called Estmere, that the road which was contemplated at that time, and which the former Government undertook to build.

Mr. EMMERSON: In the consideration of this question there is a section of eastern Nova Scotia which certainly is entitled to a great deal of consideration; and in giving that portion of Nova Scotia consideration, it will also be giving to a large section of the county of Westmorland railway facilities, which would be to the very great advantage to the people of that section as well as of very great advantage to the Intercolonial railway itself. I refer to the construction of an extension of what is known as the Shediac branch of the Intercolonial, down through the parish of Shediac to Cape Bald, and thence on through the parishes of Botsford and Westmorland along by way of Baie Verte to the county of Cumberland, through Tignish and thence on to the eastern portion of Nova Scotia, affording transportation facilities to a large section of eastern Canada that is now entirely deprived of those facilities. I simply mention the extension of this particular branch, if the principle involved in this resolution is