

is not one mile added to the railways of Nova Scotia. Look at the record of the railways in the various provinces of Canada: At the close of 1902, the mileage for the different provinces stood as follows:

	Miles.
Ontario	7,139
Quebec	3,445
Manitoba	2,128
North-West and Yukon Territories	2,080
New Brunswick	1,444
British Columbia	1,372
Nova Scotia	1,051
P. E. Island	209
Total	18,868

We have the smallest mileage, by far in the whole Dominion of Canada, barring Prince Edward Island. Nova Scotia, the oldest province of the Dominion, has been most shamefully treated by this government; and I for one protest, in the name of the people of Nova Scotia at this state of affairs.

RAILWAYS IN COLCHESTER.

We want railways in Colchester County. We want a railway from Truro to Five Islands and Parrsboro', a distance of 65 miles; we want a railway from Brookfield to Eastville, 40 miles; and we want a railway from Truro to North Shore, 35 miles; to give our county some opportunity to mingle in the trade routes of the world. We cannot get a mile of these railways, and yet \$200,000,000 are to be flung into the sea, in order to exploit this system, which after all will not possess the character of an ocean-to-ocean road.

AN ATLANTIC PORT.

I say the first duty, of this government, should be, to select some port on the Atlantic coast. They selected

Port Simpson on the Pacific, and that was right.

If you want to build a transeontinental line, surely you should have an Atlantic port. You should select some port, and devote your whole attention to exploiting it. What is the trouble with Montreal to-day? The difficulty is that it takes four or five days to unload, and four or five days more to load, a ship, whereas in New York, you can load or unload in three or four hours. If you want to build up the maritime provinces, you will have to select one harbour. The government should be strong enough to select Halifax, and exploit that port. Expend \$30,000,000 or \$40,000,000, and put that port in a position to compete, with New York. Unless you do that you cannot dominate the trade. Montreal and Quebec will not be competitors, unless you equip those ports, in the same way as New York and Boston are equipped.

Mr. JOHNSTON (Cape Breton). I would like to get from the hon. gentleman an expression of his opinion with respect to the subsidizing of railways in Nova Scotia. Does he agree with the declaration made by some of his leaders that the subsidizing in the other provinces should cease?

Mr. GOURLEY. My views are too well known to need re-statement. We have differed before on these matters. I know what views my party leaders hold; but the hon. gentleman does not know what views his hold. Personally, I am a strong advocate of subsidizing railways; and I feel sure that my leader and party take the same view.

I shall not detain the House longer, but wish to thank hon. members for the very courteous attention they have given my remarks.