

at least 50 per cent. We have for a number of years, been hauling the product of the Sydney steel works to Montreal at an exceedingly low price, a price which has not paid, and I believe that on the whole we will have to raise the rates in order to save ourselves from a net loss. I trust that when another session comes I will be able to bring before my colleagues and the House a proposition for putting that road on a proper basis so that we can compete with any other railroad. As to double-tracking the Intercolonial railway from Truro or St. John to Halifax, I feel that when there is sufficient traffic there I shall only be too willing and ready to have the proposition dealt with; I know that that section of the country is well developed to-day, and it cannot be long before it will absolutely demand that we double-track. I have no hesitation in saying that so far as railway development is concerned, not only in Nova Scotia, but in every part of Canada, I am willing and ready to proceed with it, as soon as it is possible to get the proper information and the proper surveys.

Rt. Hon. R. L. BORDEN (Prime Minister): I wish to say a few words in reply to the observations that have fallen from my hon. friend from Cape Breton (Mr. McKenzie) and my hon. friend from Guysborough (Mr. Sinclair). No one doubts that a very important question has been raised, not for the first time, by my hon. friend from Cape Breton. The subject was discussed, as he may remember, upon a motion which he introduced a few years ago, and after a good deal of debate in the House, I understand that the late Administration came to the conclusion that instead of depending upon private corporations for the purpose of railway extension throughout the province of Nova Scotia, it would be better to extend the Intercolonial railway gradually into those counties which have been unequipped with railway facilities. When the present Government came into power, it did not fail to realize the very great importance of such a policy, and there were before the Government proposals in respect of the county of Cape Breton and also in respect to the counties of Pictou and Guysborough. I have pointed out on former occasions, to my hon. friends on the other side, that it is impossible to undertake everything at once, and it is impossible also to undertake any of these matters without giving them a reasonable business consideration. As the Minister of Railways has pointed out, there was in addition to the other difficulties, very great divergence of opinion, as to the best route that could be selected, particularly in regard to the extension into the county of Guysborough. The Minister of Railways did not feel himself possessed of

the information necessary to enable him to come to a conclusion with regard to these matters, and they stood over. Some inquiry and some investigation has been made during the past summer. The Minister of Railways has been absent during a portion of the past summer for the purpose of making a personal investigation of the problems that arise in connection with the Hudson bay route, and for that and other reasons the question of railway extension in the counties of Pictou and Guysborough, as well as the extension in the county of Victoria, has not received as much attention as the Government desired it should receive during that period.

I am in entire sympathy with what my hon. friend from Guysborough (Mr. Sinclair) has said, not only on this occasion, but on other occasions, with regard to the importance of the fishing industry of Nova Scotia and the opportunity for its development. The hon. gentleman has shown that he has made a very careful study of the situation. There is a great deal of truth in his suggestion that the market for the fresh fish in Nova Scotia may be extended much beyond the limits which have been assigned to it up to the present time. My hon. friend from Guysborough has spoken of extending the market as far west as Toronto, and it seems to me that is not an extravagant estimate of the limit which might be assigned.

Mr. SINCLAIR: I did not mean to say that no fresh fish from Nova Scotia was going to Toronto now; a considerable quantity is going to Toronto, but not as much as there should be.

Mr. BORDEN: I was not aware that any considerable quantity of fresh fish from Nova Scotia got to the Toronto markets. Like my hon. friend from Guysborough I have taken a very considerable interest in this question, although I have not perhaps made as close a study of it as he has, but I am informed by persons in Montreal and Toronto, who are familiar with the trade, that one great factor in getting any considerable portion of the market in these cities is the absolute necessity of having a definite stated quantity which can be supplied from day to day without fail. I realize that in that connection it is very important that railway facilities should be afforded. In the first place, you must have fishing centres upon the coast, which will in ordinary weather at least, and without regard to anything except very extraordinary weather conditions, produce a certain stated quantity of fish which can be transmitted to the interior, because the merchants in large cities like Montreal and Toronto must supply their customers; and they will not make contracts with those

Mr. COCHRANE.