

reflecting upon the Chair. I have endeavoured to be as impartial as my human nature will enable me, and I hope the hon. member does not mean to have inferred anything to the contrary.

Mr. McKENZIE: I readily understand that the Chair has to put the rules into force with strictness when the attention of the Chair is called to them, and my reference is to ministers and supporters of the Government who have thought it proper to apply for a rigid enforcement of these rules which it seems to me is not necessary. It so happens in this case, that it does not make very much difference whether I move this motion now or not. I hear the Minister of Marine and Fisheries and some of his supporters say hear, hear, to that, and I want my people in the county of Victoria and in the province of Nova Scotia to know that hon. gentlemen supporting the Government see fit to receive in that manner, a statement as to whether or not it is desirable to have the needs of my province brought before this Parliament.

Mr. HAZEN: If the hon. member refers to me, he is absolutely in error. I never opened my mouth or uttered a syllable in regard to the matter one way or the other.

Mr. McKENZIE: Then it was his friend behind him from British Columbia who broke in.

Mr. BARNARD: Hear, hear.

Mr. McKENZIE: And possibly the Postmaster General.

Mr. PELLETIER: I did not open my mouth either.

Mr. McKENZIE: It would not be advisable for the Postmaster General to open his mouth, because every time he does he puts his foot in it. This question of railways in the Maritime provinces and particularly in the province of Nova Scotia has been discussed often and often in this House, and to-day I shall confine my observations to the lack of railway communication in the county of Victoria, which is one of the non-railway counties in Nova Scotia. There were days in the history of Canada and in the history of the finances of this country when lack of money might be pleaded as a reason why these necessary works could not be undertaken, but we have now reached that stage of financial affluence when we have really more money than we can handle in this country, and when the congestion is to be relieved by sending some thirty-five million dollars of our money out of the country. If we have money to that extent, which enables us not

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only to attend to our own urgent needs at home but besides to send this enormous amount to help our friends across the water, no good reason can be given to the people of Nova Scotia and the people of the island of Cape Breton and of the county of Victoria, why their railway needs should not be attended to. I submit to the Prime Minister and to the members of his Government that on this question a decision was reached in 1910 and in the early part of 1911, to which decision the Prime Minister was a consenting party. The necessity for a railway in the county of Victoria was then acknowledged, the money was appropriated by this Parliament for the building of that railway, and proper steps were taken to commence to build it. The county of Victoria was not alone included in the provision made by Parliament, but the county of Halifax by common consent, and the county of Guysborough, and a part of the county of Pictou, were included in the batch of counties that were regarded as non-railway counties and for which the moneys were provided. I am not finding fault with the Prime Minister because he is getting a railway built in the eastern part of Halifax county and possibly extending slightly into the county of Guysborough, but I submit to him that he was a consenting party to the solemn decision arrived at by this House that not only should the railway be built in the county of Halifax, but in the county of Victoria and in the county of Guysborough as well. I do find fault with the Prime Minister that while he continues the work in his own county of Halifax, he is a consenting party and possibly the moving party in cutting out the continuation of the same work in the counties of Victoria and Guysborough. The province of Nova Scotia is not so very large that it should be subjected to sectionalism of this kind. The very same need which exists for a railway in the county of Halifax exists in the counties of Victoria and Guysborough and if it is fair and right to build this railway in the county of Halifax, it is equally fair and right and proper and necessary to build a railway in the counties of Guysborough and Victoria. The Government is under the very same obligations to the people of Victoria and Guysborough that it is under to the people of Halifax, or Yarmouth, or any other part of Nova Scotia. The rule was laid down by the Minister of Railways last year that no railway would be built unless there was a fair prospect from a business standpoint that the traffic on it would be sufficient to pay the interest on the expenditure, and while that prospect may be justifiable, it is strange that the only section of this line which it was ad-