

COUNTRY HARBOUR.

In passing, I wish to say one word to the hon. member for Guysborough (Mr. Fraser). I am sorry he is not here. He has got paid for the part he has taken in this scheme, because I see the following interview in the Halifax Morning Chronicle of August 27 :

"It does not look now as though we would build a road from the west to Nova Scotia. The government has decided on the Grand Trunk Pacific and there is not room for two." Such was the assertion made to a reporter for the "Chronicle," last evening by Mr. D. D. Mann, of the firm of Mackenzie & Mann, who is at present in the city in connection with matters pertaining to the Halifax and South-Western Railway."

"Mr. Mann intimated strongly that his firm had abandoned the idea of making County Harbour their Eastern terminus and that they would not, at least for a number of years, have a transcontinental railway."

The hon. member for Guysborough, by dickering with this scheme, has lost the chance of Mackenzie & Mann, making County Harbour their maritime port, and he will gain no advantage from this. I offer my sincere sympathy to the hon. member for Guysborough.

THE STRATEGICAL VIEW.

The American people have noticed the defect in our whole railway system. They have noticed, the weakness of it, passing through that narrow section of country 65 miles wide, between Lake Winnipeg and the Manitoba border. The result is, that they are talking of our country, being defenceless, in a military sense. It is defenceless, so long as that weakness

remains. I see in "Harper's Weekly," a paper not given to undue excitement, the following statement, in the issue of June 13 last :

"There is still another point of view from which it might be well for Englishmen to consider Mr. Chamberlain's proposal. If, in order to conciliate Canada and Australia, they erect a wall against the food products of the United States, they cannot reasonably expect to keep American good will. Yet, to forfeit American good-will would virtually be to commit national suicide. It is obvious that, were we unfriendly to England, she could not in war time procure an ounce of food products from the North-West provinces of the Dominion, because we should cut the railways connecting that region with the seaboard.

"The consolidation of the British empire by means of a protective tariff is a chimera. The non-agricultural majority of the British population will never alienate the foreign consumers of their manufactures in order to propitiate colonial agriculturists. They now know, or they soon will recognize, that such a programme would mean ruin. England's sole hope of salvation is in winning and keeping the good-will of the United States."

The Americans, understand exactly, the weakness of our position, and while this condition remains, we are placed at a great disadvantage, in case of any difficulty arising.

NOVA SCOTIA RAILWAYS.

Let me say one word with reference to railways in Nova Scotia. If I were speaking in a sectional sense, I should oppose this measure, because in an expenditure of \$200,000,000, there