

to oppose this Administration but to congratulate them for the manner in which they have grappled with the railway problems of Nova Scotia. One thing more; I see a memorandum here with respect to the hon. member for Guysborough (Mr. Sinclair). One would fancy, when he was speaking of the magnificent port of Country Harbour, that he had recently discovered that there was such a place in the county of Guysborough. I think that I heard some mention of this port last year, but I do not think that he made any mention of it, certainly not that I can recollect, prior to the 21st of September, 1911. He must have discovered that magnificent harbour since that date and that being the case I can only say that perhaps it is another tribute which should be laid at the door of the present Administration. Marvellous things have certainly taken place since the accession of this Government. In view of the statements which I have so imperfectly made, in view of my belief in the comprehensive way in which this Government have striven to promote the development of Nova Scotia and in view of what they have already done, and what they project, I beg to submit in amendment to the resolution before the House the following:

That all the words after the word 'that' in the proposed motion be struck out and the following substituted therefor:

The House desires to record its appreciation of the action of the Government in extending the Intercolonial railway in portions of the province of Nova Scotia which have hitherto been without railway facilities and its further appreciation of the comprehensive scheme of development at present under way to develop the port of Halifax as one of the national ports of Canada.

Hon. FRANK COCHRANE (Minister of Railways): I think the hon. member for Cape Breton North (Mr. McKenzie) began his remarks on this resolution under a misunderstanding. There was no attempt on the part of the Government to force him to go on to-day; in fact, I think that my hon. friend the Postmaster General said 'stand,' and as the resolution was naturally in my department, I would have got up and said that there was no objection to it standing to-day. In reference to the particular road he speaks of, I find that the Government only put in the Estimates for 1911, \$200,000 to start the construction of this road from Alva to Baddeck, but, when the tenders came in, I think I am safe in saying that the ex-minister and the Government felt that the figures were so extremely high that they should not do in this case, as they had done with reference to the road from Dartmouth to Deans—let the contract. I might also state that full and proper surveys had not been made of that twenty-

two miles. There surely must be a better route which will enable the road to be built on a cheaper basis. To give the House one instance—in that twenty-two miles there are no less than six bridges, estimated to cost \$394,959.50. The lowest tender on that twenty-two miles of road was for \$1,500,000 or at the rate of 65,000 or \$66,000 per mile. There should, of course, be good reasons to justify any government undertaking to build such a short line at such a large expenditure per mile as would be required in this case. I do not think the late Government reached any decision as to the building of the railway referred to by my hon. friend, because the surveys were not, in fact, completed, and I think there was a little dispute between the hon. member for Pictou (Mr. Macdonald) and the hon. member for Guysborough (Mr. Sinclair) on the question as to where the road should be started and what route it should take afterwards. We have made considerable inquiries with reference to both railways. I consider, however, that it is my duty to get a qualified traffic man to go down over both of these routes to make an investigation and, I am sorry to say, I have not yet had time to do that. The engineer who lays out the route of the railway is not the proper man to estimate what natural resources may be found in the country, or what justification, from a commercial point of view, there would be for constructing the railroad. I believe that an expert in traffic matters should be sent to consider the situation. I may assure my hon. friends on both sides of the House that I for one, as a member of the Government, am ready at all times to develop our country, not one portion of it, but every portion of it, by opening it up to railway facilities wherever there is the least justification for so doing. With regard to the remarks of the hon. member for Westmorland (Mr. Emmerson) about double-tracking the Intercolonial railway, I may say that in order to put the Intercolonial railway on a competitive basis and so that we may get the most out of its motive power, a great deal of money will have to be spent on it. Take the line from Truro to Sydney, over which there is a great deal of traffic, and I think I am safe in saying that it is in such shape to-day that we cannot continue to operate that line, in view of the heavy traffic of the Sydney steel products there is on it, in the condition it is at present. The bridges must be strengthened; it must be laid with heavier steel, we must get a better alignment, and the grades are altogether too high. By spending a sufficient sum of money on that road, we could increase the haulage of our motive power