

not awarded; of course the tenders were not to be considered until after the elections were over, and then the contracts were awarded in the full knowledge that any sane government would probably disallow the proposal, as actually happened. I do not believe Sir Henry Thornton is very wise in recommending this thing in the way he does. We have not the slightest traffic study; the matter is not presented from the proper business viewpoint, although it is from a man alleged to be, as I believe he is, a business man. We have simply the vaguest, wishy-washiest kind of suggestion that this line should be built—that is all. I am going to ask my hon. friend to bring down the files that have to do with this matter so that they may be open to the inspection of members.

Mr. McISAAC: The hon. gentleman speaks about what has happened in Nova Scotia in reference to this proposed road, and he has said several times that the building of this road was promised by the local government. He shows a lack of knowledge of the political history of Nova Scotia when he forgets that the Hanna board of which Colonel Cantley was a member and which was functioning during the regime of the government of which my hon. friend was a member, recommended the construction of this road. But to-day my hon. friend denies that, and says that the question has been made a political football.

Sir HENRY DRAYTON: No one denied it.

Mr. McISAAC: My hon. friend denies that the Hanna board made that recommendation.

Sir HENRY DRAYTON: I never said anything of the kind. I was speaking of Mr. Hanna.

Mr. McISAAC: That is what he said first, when the hon. member for Pictou corrected him. He says this has been made a political football in Nova Scotia for many years. Well, if it has, the game has been played by both sides, Conservative as well as Liberal, and one of the chief men at the bat was Sir Robert Borden. In 1910 both political parties in this House agreed that branch railways should be con-

5 p.m. structed in non-railway counties in Nova Scotia. The following resolution was passed in that year:

That, in the opinion of this House, the time has arrived in the commercial and industrial development

of the province of Nova Scotia when the Intercolonial Railway of Canada should be extended into the non-railway counties of the eastern section of that province.

That resolution was agreed to both by the Conservative party, led by Sir Robert Borden at the time, and by the Liberal party. Then Sir Robert Borden made a speech in the House; it is reported at page 1182 of Hansard of 1910. I ask my hon. friend to pay attention to this; it is not the statement of a Liberal who is making a political football of the matter. Sir Robert Borden said on that occasion:

I passed along the shore of the county of Halifax to the county of Guysborough last summer. I travelled altogether about 500 miles through districts not served by railways at all, and where railway development would mean a great deal to the people and lead to considerable development in that little province. I can tell the Minister of Railways—

The present Minister of Railways (Mr. Graham) was Minister of Railways at that time also.

—a great many things I saw, I could speak of a great many districts where railway facilities might mean a great deal to the people, and might lead to very great progress and advancement in that little province. I saw, in the county of Guysborough, just across the line from the county of Halifax—

Represented by himself.

—one of the most splendid harbours that can be found anywhere in the world—Country harbour. This harbour stretches back ten miles from its mouth, with water close up to the shore everywhere from forty-five to sixty feet in depth, landlocked twice, and with a splendid roadstead outside, where, in almost any weather, ships can ride in safety—and have ridden in safety without going inside. And in what condition did I find the place? Not more than a dozen families are living around that harbour. There was no railway development, no opportunity for commerce, and the fishermen had gone to the adjoining Isaac's harbour or Fishermen's harbour, for the reason that these smaller harbours would subservise their purposes better than this magnificent Country harbour of which I have spoken. All along that shore are opportunities of development. The people of Halifax county, as well as those of Guysborough county, and those of other counties in the province of Nova Scotia to which allusion has been made, have, it seems to me, fairly good reason to complain that their interests in respect of railway development have not been properly attended to in the past.

Then he concludes:

This is no time for hesitation and vacillation. Make up your mind—and I hope you have made it up in the direction I have indicated; then, give to the Intercolonial the branches, feeders, extensions which would be given if it were owned by any of the great railway corporations.

Now, that was in 1910.

Mr. GRAHAM: That was directed to myself, was it not?

Mr. McISAAC: Yes, directed to yourself as Minister of Railways by Sir Robert Borden.