

ways in Nova Scotia? They have actually under contract, and the contractors are at work on a branch line of railway from Dartmouth to Deans in the county of Halifax, a distance, speaking from memory, of sixty miles. So that fifteen months after the present Administration took office we actually have railway development beginning in the province of Nova Scotia as against the fact that hon. gentlemen opposite neglected their duties for fifteen years. I fancy I hear hon. gentlemen opposite say, 'Oh, it is all very well, but tenders were called for this railway construction prior to the last general election, and if any credit is due, it is due to the previous Administration.' Let me point out in answer to that, that while this project might not have been the one, hon. gentlemen opposite and their friends in the province of Nova Scotia always dangled proposed railways before the people of that province before a general election. It was notorious in the province. Take for instance the county which I have the honour to represent. Before the general election of 1908 survey parties, three of them, I think, went about surveying a proposed route of railway at a season of the year when proper surveys could only be carried on with extreme difficulty, when the time at their disposal would not permit of proper surveys being made. The results of that survey, as will be disclosed by any practical engineer who looks into the work done at that time, show that the work, and the money expended on it, were practically wasted. But it served hon. gentlemen opposite at the time because the projected railway was unquestionably intended to influence the votes of the people at the general election. The same is true with respect to a proposed line of railway from Amherst to Tidnish, a distance of, speaking from memory, from eighteen to twenty miles. I think surveys were undertaken at three different periods, and I have no hesitation in expressing my firm belief that on none of those occasions was there the slightest intention on the part of hon. gentlemen opposite to seriously construct a railway over that ground. I have pointed to the fact that hon. gentlemen opposite are free to criticise to-day but that when they were free to fulfil they did not do so. I have pointed out that although we have only been in power a short time, we have actually undertaken railway development in Nova Scotia, as instance this short line from Dartmouth to Deans. But hon. gentlemen will not forget that magnificent scheme of development now under way at the port at Halifax. Hon. gentlemen opposite for years turned a deaf ear to the pleadings of boards of trade, the citizens of Halifax and the people of the province of Nova Scotia gener-

Mr. RHODES.

ally to undertake some comprehensive scheme of development to make that magnificent harbour one of which the whole Dominion of Canada would have a right to feel proud. When any money was expended at all in connection with the port of Halifax it was some small sum spent in a picayune way and very frequently in a manner that would best yield votes for hon. gentlemen opposite at election time. The present Administration did not wait until two or three years, or until a general election was about to be announced, to come forward with some dazzling scheme to try and scoop in the votes of the people of Nova Scotia, but they approached this matter in a businesslike way; they went to Halifax, looked over the ground, employed the best engineers that could be obtained and they took, as a consulting engineer, Mr. Cowie, of the Montreal Harbour Commission, down there to assist them in arriving at a conclusion. These men examined the question very carefully and, without any elections being in prospect at all, this magnificent project for the improvement of the harbour of Halifax was launched in a non-partisan way and before a non-partisan gathering by the Minister of Railways and Canals. I must refer again as evidence of the appreciation of the work of the present Minister of Railways and Canals and of the present Government to a statement made by the president of the Halifax Board of Trade. I refer to Mr. Michael Dwyer, a life-long Liberal and who proclaims himself a Liberal to-day. He said:

The present Minister of Railways has proven himself a big man and, in my judgment, the greatest Minister of Railways that Canada has ever had.

So far from hon. gentlemen opposite having had it in their mouths to criticise the present Administration in respect to its railway policy in Nova Scotia, it is their bounded duty as representatives of Nova Scotia to congratulate the present Administration on the comprehensive way with which it has dealt with these matters in that province. The hon. member for Westmorland mentioned the fact the other day that one of the reasons which had retarded the development of the Maritime provinces was that in those provinces there had been too much politics. He said that we were all too prone to take some mean, picayune, party advantage and that we sought that before we sought the development of the Maritime provinces. I agree with him but I fear that hon. gentlemen opposite, even by their mild remarks to-day, are in a measure liable to the very criticism which was uttered in this House, I think, only yesterday.

So I say that it is the duty of representatives from the Maritime provinces not