

this sense, that we are the one province of the Dominion that has only one line of railway—

Mr. HANSON: No. The Canadian Pacific.

Mr. MACDONALD (Pictou): If my hon. friend will permit me, one line of railway through which our exports can be sent out of the province and through which we can bring imports in. There is a line of railway running through the Annapolis valley, beginning at Halifax and ending at Yarmouth, belonging to the Canadian Pacific. When I say that the Canadian National is the only line of railway in the province, I mean that it is the only line of railway which runs from our province into any other province of the Dominion, because the connections the Canadian Pacific have are by boat with the United States and the city of St. John. So, for continuous transportation in railway cars, we have to depend wholly and solely on the Canadian National, and for railway construction we must depend upon it. The situation here is nothing more or less than the completion and extension of a project adopted in 1911, when the estimate of the then Minister of Railways, who is the present minister, was passed through the House of Commons with the unanimous consent of all political parties, and with the decided approval of Sir Robert Borden who was then leader of the opposition. This step was taken that the line of railway running from Ferrona to Sunnybrae was purchased from the Nova Scotia Steel Company. Hence it is that the word "Sunnybrae" has come into the discussion of these questions, by virtue of the fact that in the carrying out of the policy of construction, this line of railway, eleven miles long, was purchased. The government of Sir Robert Borden, through Mr. Cochrane, as was mentioned by my colleague the Minister of Railways, made in 1915 and 1916 elaborate surveys of the whole situation there, and the statement was made by Mr. Cochrane in 1916 that it was the intention of the government to proceed with the construction of this particular piece of road. The financial situation which arose on account of the prolongation of the war alone prevented the completion of the scheme which all parties supported in 1910 and 1911. When the Canadian National Railways had come in, in 1919, under the act of that year, the project was taken up and dealt with by Mr. Hanna and his board, Colonel Cantley surely ought to be the best person to give evidence on that subject, and I would recommend that the hon. member for West York (Sir Henry Drayton) should peruse

carefully the statement of his political friend, Colonel Cantley, who was my opponent in the last election. After he has done so, if he has any sense of fairness, I am sure he will withdraw the statements that he has been making by way of opposition to this project. The fact that Sir Robert Borden, Colonel Cantley and Mr. Cochrane, in all this period, were in favour of this proposition removes any possible suggestion of the political ideas that my hon. friend puts forward in regard to it. The line of railway up to Sunnybrae was originally built for the purpose of carrying iron ore which was smelted in the first iron furnace to be erected in this Dominion at a place called Ferrona on the line of the Intercolonial. Later on the Nova Scotia Steel Company obtained possession by purchase of vast iron areas in Belle Isle, Newfoundland, from which ore could be obtained very cheaply, being really a steam shovel proposition. Hence, they stopped using the ore which was found along this railway. Not merely the possibilities, but the probabilities and certainties as to the extent of iron and other minerals in that part of the country have been proved by the fact that this iron was obtained from ore found in the immediate vicinity of Sunnybrae. The agricultural possibilities of that country have been proven beyond the shadow of a doubt. The conditions of men who farm in the east river St. Mary and the west river St. Mary cannot be surpassed in any part of Canada.

Mr. HANSON: Is the east river St. Mary settled agriculturally? Is it not a forest above tide water?

Mr. MACDONALD (Pictou): The east river St. Mary begins at the Atlantic in Guysborough county, runs through the county of Guysborough, comes to the constituency which I represent and runs to a lake called Eden lake. The district in that vicinity is so splendidly situated from an agricultural standpoint that it is called the Garden of Eden, and it is known as the Garden of Eden to-day.

Mr. HANSON: It is a great hunting district.

Mr. MACDONALD (Pictou): No. my hon. friend should come down there. If he comes, he will find beautiful homes, fine farms, splendid production agriculturally. Across the lake he will find immense forests of hardwood timber which is not to be had to-day in many parts of Canada, as well as softwood timber, which, in view of the fact that they are twenty-five miles from a railway, cannot be