

great need in the county of Guysborough is a branch line railway from some point on the Intercolonial—and I do not think we can get a better point than Sunnysbrae—to Country Harbour and Guysborough, and extending from thence down the shore to the port of Canso. This would put us in a position to develop a very large fishing trade in that vicinity, and to build up an industry which is really one of the best in that part of Nova Scotia.

Mr. BORDEN: Might I ask whether the steamship service between Canso and Mulgrave is carried on all year, and if it is a daily service?

Mr. SINCLAIR: Yes, we have a boat running daily between Canso and Mulgrave. If we did not have that we could not transact the business at all, as we would have a sixty-mile drive by coach in order to reach the railway. The difficulty, however, is that the fish cannot be shipped profitably when transshipment over the Intercolonial railway is involved. Fish dealers say if they were able to put the fish direct from the wharf into the car it would be an immense advantage in carrying on the business, and I am told that wherever the fresh fish business has developed to a great extent, as it has in Aberdeen, Grimsby, and other ports of Great Britain, the railway train backs down the wharf and the fresh fish is loaded in the car and placed on the market as soon as possible.

Mr. BORDEN: Does this matter involve the question of expense, or detriment to the quality of the fish, or both?

Mr. SINCLAIR: The more quickly the fish can be placed on the market, the better it will be, and the less handling it requires.

Mr. EMMERSON: You cannot very well have transshipment, can you?

Mr. SINCLAIR: We have now to transship—we load the fish on board the boat in boxes, they are placed in a refrigerator car at Mulgrave, and forwarded to the Montreal market; that is the present system. I am told by the fish dealers that it is impossible to develop a large business in that way, and that it will be necessary, if the business is to extend, to have a branch line railway extending right down to where the fish are, so that they can be placed on the trains and sent to the market in the shortest possible time, and without transshipment.

Mr. STANFIELD: I did not intend to take part in this debate, but as the hon. member for Westmorland mentioned the constituencies of Colchester and Cumberland—

Mr. SINCLAIR.

Mr. EMMERSON: I think I mentioned Westmorland.

Mr. STANFIELD: At any rate, the House will pardon me if I mention the county of Colchester for just a few moments. Ever since I have been a member of this House I have urged upon the Government the necessity of building some branch lines in Colchester county. True, I have never wearied the House with any extended remarks upon the matter, nor do I now propose to do so, but I would urge upon this Government the necessity of looking into the matter and ascertaining whether some branch lines should be built in the county I have the honour to represent. The hon. member for Westmorland mentioned the double-tracking of the Intercolonial railway from Painsec Junction to Amherst, and thence via Parrsboro through Colchester county to Truro. I am not going to say a word for Cumberland county, as the hon. member for that county is here and will speak for himself, but I may say that the section of my county through which the proposed railway will run is one of the finest districts in the country. I do not wish to take up the time of the House in urging the advantages that will accrue to the people in the construction of this branch line, but if, at some future time, I have an opportunity of taking the Minister of Railways over that district, he will see for himself what the advantages would be, both to the Intercolonial railway and to the county. I would also like to mention two other roads which should be looked into. The one from Brulé to Truro, and another called the Stewiacke and Landsdowne railway. A number of years ago a railway charter was granted and the construction of that railway was started, but, unfortunately, the company became bankrupt, and some of the farmers who were interested in the company suffered greatly. If the Government can see its way clear to take up the railway project at any time, I can say that the member for Colchester and the people of that county will very deeply appreciate his action.

Mr. RHODES: I had not the remotest idea that this resolution was to be moved to-day, but I cannot allow the opportunity to go by without offering a few remarks on the subject, for I yield to no representative of the East in my desire to be of some real service in bringing about any action necessary to the development of the province, and especially that part of Nova Scotia with which this resolution is connected. But I cannot refrain on this occasion from remarking on the circumstances that the sentence 'the time has arrived' has been used with wonderful frequency in the House since the Christmas vacation. It is