

number of miles of railway were constructed under that administration. I might mention the Inverness railway, the railway in Richmond county from Point Tupper to St. Peter's, the Southwestern railway all along the south shore, the Midland road, altogether some 500 or 600 miles of railway constructed in Nova Scotia and assisted by the late government. You would imagine from the speech of my hon. friend that nothing at all was done by the late administration to develop the province of Nova Scotia in the way of constructing railways. I fear my hon. friend's political leanings have led him astray in regard to this matter. The late government did a great deal in that direction and has embarked on a scheme of building branch lines which will do more for Nova Scotia and the maritime provinces than anything that has happened in the last quarter of a century if their policy is carried forward by the present administration.

Mr. RHODES. Knowing the ability or rather the perversity of certain of our maritime province newspapers to torture the remarks of members of this House when placed in print and circulated through the various counties, I cannot take any chance of misinterpretation of the remarks I made a moment ago, especially in view of the fact that the hon. member for Guysborough (Mr. Sinclair) did not understand what I thought to be plain English. I did not object in the first place to his voting for the National Transcontinental railway. I approved of the construction of a National Transcontinental railway. Neither did I expect him to vote against it because he did not get a slice of it in Nova Scotia. That was not the point. What I stated was that the proposal laid down by the right hon. the leader of the opposition, the present Prime Minister, was to couple the Intercolonial railway with the proposed line of railway and if he had done that it would have meant the double tracking of the road, bringing it up to a higher state of efficiency, and it would have enabled the people of Nova Scotia to be coupled up with the rest of the country with a Transcontinental railway.

Mr. PUGSLEY. Under the proposal of the then leader of the opposition (Mr. Borden), the Transcontinental railway, so far as the eastern end was concerned, was to stop at North Bay was it not?

Mr. RHODES. Not at all as I understand it. The idea was that it should run right to Montreal and there connect with the Intercolonial railway.

Mr. PUGSLEY. It was to connect with the Grand Trunk railway at North Bay.

Mr. RHODES. It was to go right to Montreal. But it is useless to discuss that point

Mr. SINCLAIR.

as it can be easily determined by examination of the records. At all events there was a proposal by the present Prime Minister to double track the Intercolonial and make it a portion of the National Transcontinental railway or to couple it with what would be a portion of the National Transcontinental railway. There was an opportunity for the province of Nova Scotia to get a portion of the traffic of the National Transcontinental railway and that project was voted against by the hon. member for Guysborough and the hon. member for Pictou, yet these hon. gentlemen in this House this very evening bewailed the fact that Nova Scotia was the only province in Canada not coupled up to the Dominion by a National Transcontinental railway.

I made another assertion. I said that the late government, which was so well supported by the hon. member for Guysborough and the hon. member for Pictou and other Liberal members from Nova Scotia, had not given us a mile of transcontinental railway. It is true that railways have been constructed in Nova Scotia under the Liberal administration, but in this they simply implemented the expenditures on the part of private corporations by giving subsidies which this government is prepared to do, which the late government was prepared to do and which preceding governments did. It is a matter of policy, and it would be unheard of for this government or the late government to refuse a subsidy to any railway, which means simply the implementing of expenditures by private corporations. I do not want to be placed on record by the hon. member for Guysborough (Mr. Sinclair) as saying that no railway had been built in Nova Scotia in the last 15 years. The hon. member also said that I had stated that there had been surveys, and now I wanted more surveys. My objection is not to the fact that there have been surveys, but rather to the number and the kind of surveys that we have had. These surveys have nearly always been made on the eve of an election, they have been hurried surveys and it is a notorious fact that this question has been a football in politics in Nova Scotia. It is a matter of common knowledge that the Hon. Premier Murray of Nova Scotia, at Dartmouth, made a promise to the people that the Guysborough and Halifax railway would be constructed. It is a common political secret in Nova Scotia that that promise on the part of Premier Murray worried him very much indeed and that he found great difficulty in facing an election campaign previous to the last one, because he had not implemented his promise in that regard. Realizing that he had made such a promise, negotiations were entered into with certain English capitalists and they coupled the proposed