

Country Harbor and Guysboro, but its ultimate destination should be Canso, passing Isaac's Harbor, New Harbor, Larry's River, Charles Cove, Port Felix, White Head, and Dover. This is a perfectly feasible route. Surveys have been already made from Country Harbor to White Head, and under the direction of the British Admiralty. White Head was surveyed and reported to be a harbor equal to that of Halifax. There are great natural harbor facilities in Country Harbor: Whitehaven is equal, perhaps, to any harbor in the world; there are numerous small fishing ports in addition; and the port of Canso, projecting out into the sea, is right at the door of the fishing grounds, and capable of unlimited development so far to bring untold prosperity to that section. It is inconceivable to me that proper appreciation of the whole situation has never been comprehended by the men having to deal with the matter.

MR. MARGESON: Does my hon. friend take any stock in what the British Admiralty said?

MR. TORY: I would accept the opinion of their engineers on a port.

MR. MARGESON: My hon. friend's Dominion member does not take much stock in them.

MR. TORY: I would trust them in regard to a report on the cost of Nova Scotia

MR. TANNER: Do I understand my hon. friend to say that the route has been laid out by the British Admiralty?

MR. TORY: No. It was a survey under Mr. Alex. McNab, C. E., made in connection with the Nova Scotia Government many years ago.

MR. TANNER: Is the hon. gentleman suggesting that route?

MR. TORY: I am, in addition to what has already been projected. I do not care who builds it, and I wish to say this, that if the resignation of my seat in the House would be all that would be required to bring the railroad to Guysboro, this House would have my resignation in three minutes. In view of the possibilities of development, as they appear to me, I would be willing to make any reasonable sacrifice in order that the thing so needed for Guysboro County should be brought to the people.

Now it is a well known fact that capital cannot be induced to undertake the development of the fish business without adequate railway facilities. In the absence of railways it

is hopeless for men to attempt to compete in this business with sections of the country where they have these facilities. To show what an important part railways play in connection with the development of the fish business, I wish to refer to the port of Grimsby, which is situated in relation to the English fisheries, much the same as Country Harbor, White Head and Canso are situated in relation to the fisheries of this Province. In this connection I wish to quote a paragraph from the Fish Traders Gazette, of July 29th, 1911, which reads as follows:

"It was indeed, the advent of the  
"railway which gave the impulse  
"to the development of the port  
"and of the fishing, for in the year  
"1834 the fish brought into Grimsby  
"by only amounted to 450 tons,  
"whereas it now borders upon  
"200,000 tons. But Grimsby is  
"much more than a fishing port—  
"a fact which some of us are inclined  
"to forget. As with all  
"other great ports which are  
"primarily fishing places, the fishing  
"brought in its train a host of  
"allied industries and developed an  
"oversea commerce. How great  
"the latter has become is indicated  
"in the figures, which show  
"that in 1855 the total value of  
"the goods exported amounted to  
"\$1,405,146, while in 1910 the  
"value had risen to \$18,956,924.  
"There is little doubt that the  
"opening of the Immingham Dock  
"will be followed by a further  
"great expansion of business. The  
"dock will have very special facilities  
"for shipping, not the least  
"being that it may be entered at  
"any hour of the day or night  
"and at any state of the tide,  
"with direct transshipment from  
"ship to rail, and rail to ship by  
"the most speedy and economical  
"methods."

This shows the possibilities of the fish business, and it is in this instance attributed to the advent of the railway to the port of Grimsby. I have another quotation here on the same subject, written by Sir George Doughty, in the London Daily Mail. I read this for the purpose of impressing the matter upon the minds of hon. gentlemen, who perhaps have not thought much about the possibilities of our great fisheries. He says:

"It is one of the most remarkable chapters of progress recorded in connection with any town