

great harbours on the coast. There is no doubt that Country Harbour would be suitable for the terminus of a great line of railway. There is a great deal of interest taken in my constituency in the question whether the present Government really intend to do anything in regard to it. I need not say, there was very great disappointment felt when it was known that the Prime Minister and his Cabinet had decided to abandon the steps taken by the late Government to build the branch in my constituency, and all the greater disappointment when it was felt that they were being discriminated against. For everybody who understands the position in eastern Nova Scotia will admit that the requirements of the people of the county of Guysborough are fully as great as the requirements of the people of eastern Halifax. The road projected through the eastern part of Nova Scotia and terminating at Country Harbour touches the ocean in the vicinity of a great fishing area where traffic would be drawn from both east and west. I submit to the Prime Minister that it is a better proposition as a railway scheme, in some respects, than the one in his own constituency; and, as both of these projects were started together, and a similar provision was made each of them, and as he found them in the same position when he took office, we feel that he should have treated the county of Guysboro the same as he treated the county of Halifax. I know that in his heart he feels so himself; it is only fair play that this should be done. However, if he is prepared now to give us the accommodation we need so very badly, we will forgive him for a great deal that he has done in the past. It is of urgent importance to us in the county of Guysborough, and I felt I could not allow this opportunity to pass without making a special appeal to the Prime Minister and the Government in regard to it. I referred the other night in speaking about this matter to the probable traffic on the proposed line. I pointed out that it passed through a good agricultural country, and a good lumber country and reaches the sea at two points, and would in that way collect a large amount of traffic from our fisheries. I pointed out also that in order to have a complete disposition of this matter it would be necessary to extend the Guysborough branch to Canso. Canso is the point where we may expect the greatest results as regards the Atlantic fisheries. Anyone acquainted with these fisheries will say that there is no point of such advantage. For more than a hundred years Canso has been regarded as one of the best fishing ports on our coast. I pointed out, only a few weeks ago, that as much as 300,000 pounds

of fresh haddock and cod had been landed at the port of Canso in one day. You will find that that amounts to fifteen carloads of fish, and, at the price ruling at that time—which, I understand, was one and one-half cent per pound—would represent a value of about \$45,000. That, of course, was an extraordinary occasion, but it is worth pointing out to the Minister of Railways that on one day fifteen carloads of fresh fish were landed at Canso. This gives an idea of the possibilities of the traffic. In addition to building the branch line, provision, of course, would have to be made for cold storage, and for placing the product on the western market. Our market is growing constantly, but we could develop the trade to a much greater extent if we were more readily within reach of the West markets. At present we have a boat running weekly to Boston, where a large traffic in fresh fish is carried on, but if we had a more frequent boat service to Boston we would be able to dispose of the surplus of our fresh fish. If the industry was properly developed, the home market would not consume all the fish caught on that coast; it would have to be salted and smoked and disposed of in some other manner.

Mr. BORDEN: What is the proper market for the fish caught at Canso at the present time?

Mr. SINCLAIR: Montreal is the best market for our fresh fish, but I am told by men who are familiar with the trade that the Montreal market will not take more than three carloads of fish a day, and if we produced say fifteen carloads, we would not be able to dispose of it in that market. Unfortunately, the people engaged in the fishing industry have not been able to reach any points very much farther west than Montreal. I see no good reason why, if we had the proper facilities, we should not place fresh sea fish in larger quantities on the Toronto market, and even on the Winnipeg market, as well as other towns in the western provinces. Quantities of smoked fish are now being sent from the eastern portions of Canada to the Pacific coast, and, in the county I have the honour to represent, carloads of smoked haddock are being forwarded via the Canadian Pacific railway and sold in Victoria and Vancouver, a good trade being carried on in that way. But cold storage is necessary to the shipment of fresh fish in order to place it upon the market in good condition. We have been enjoying the advantage of a contribution made by the Government towards payment of the express rates over the Intercolonial railway, which is a very good thing, and has assisted the trade to a very great extent. But our