

through which this line runs? It may be said that this line is not worth much in its present condition, or was not worth much in the condition that it was in last year or two years ago. I admit that the road was run down, but it is not only the actual physical value of a railroad which is to be considered; one has to take into account also the potential value of the road as a feeder of the trunk line. The districts through which these branch lines run may be so productive as to make the branch lines of considerable value as feeders of the trunk line. If the Intercolonial railway had been owned by a private company, the Caraquet and Gulf Shore line would long ago have been taken over; the owners of the trunk line would have recognized the value of the territory through which this branch line runs and its value as a feeder of the trunk line. I hope that the Minister of Railways and those members of the Government who hear me to-day will take this matter into very serious consideration and that they will decide to take over the Caraquet and Gulf Shore railway and to construct those new lines which have been referred to by hon. members who have preceded me in this debate. To do so would be in the interests of the districts concerned as well as to the advantage of the Canadian National railway.

Mr. McKENZIE: Mr. Speaker,—

Mr. DEPUTY SPEAKER: It is my duty to remind hon. members that the leader of the Opposition is about to exercise his right to close the debate upon this motion and that other members will afterwards be precluded from speaking. If any hon. member, therefore, wishes to speak to this motion, he should do so now.

Mr. D. D. McKENZIE (Leader of the Opposition): Mr. Speaker, I regret that the Government takes so little interest in a resolution which was passed by the House and accepted by the Government some four years ago with regard to the building of lines of railway in parts of Quebec, New Brunswick, Nova Scotia and possibly Prince Edward Island. No member of the Government seems to think it worth while to say a word about the matter. I was hoping that the Minister of Railways (Mr. J. D. Reid) would be here at some time when this matter was being dealt with, to show that he takes some interest in the development of these very important sections of our country. But although I have postponed the discussion of this motion

[Mr. Turgeon.]

several times in the hope that the minister would be here, and although I asked him as a special favour on one occasion to be present when the motion was called, I find that neither he nor any other member of the Government thinks it worth while to pay the slightest attention to the interests of these very important sections of Canada.

On the 16th of March, 1914, the House adopted this resolution, moved by myself:

That in the opinion of this House the time has arrived for the extension of the Intercolonial Railway of Canada into the non-railway section of the Maritime Provinces within reasonable range of the said railway.

That resolution was accepted by the Government at that time. During the war period I did not think it would be proper to embarrass the Government in any way by dealing with these matters. But now that the war is over and the Government appears to have lots of money—millions and hundreds of millions—to spend upon railway projects, I did think that I was only doing justice to the grand old provinces of Quebec, New Brunswick and Nova Scotia in asking that some attention be given to such portions of those provinces as have been without railway facilities. But evidently my appeal has fallen upon deaf ears; the matter has been dealt with as one of such perfunctory character that no member of the Government deigns to take the slightest interest in it. We on this side are accustomed to treatment of that kind. We shall continue, however, to advocate what is in the interests of the various parts of the country which we represent and to hope that the day will come when there will be a Government in charge of the affairs of Canada which will consider it worth while to give some attention to the provinces that I have mentioned.

I did not bring forward this resolution looking for any consideration for those provinces beyond the lines of good business. I have always submitted that the development and extension of those lines would bring splendid business to the main trunk lines of the Intercolonial railway or whatever lines of Government-owned roads may be found extending through this country. I pointed out that the lumber business, the coal business, the trade in plaster-stone and more especially the fishing industry would be developed to such an extent as to make the road a good paying proposition. It was largely for the purpose and with the hope that the line into my particular county of Victoria should be extended along the fishing ports of that county that I brought the matter up. We have in the