

the Atlantic round Cape North up the western side, facing the Gulf of St. Lawrence to the boundary line between Inverness and Victoria. There is only a fringe of the land, as it were, settled in all that distance, and between these settlements, facing the St. Lawrence on the west and the Atlantic on the east is a large tract of land of half a million acres of Crown lands, clothed in primeval verdure, in which roam at will moose, cariboo, deer, bears, foxes and other valuable fur-bearing animals. This territory is uninhabited by man, and no one knows what treasures may lie here undeveloped. Those places along the coast have been settled some of them for over a hundred years. The settlers there are as fine a class of people as we have in Canada. They are intelligent, frugal, industrious, and loyal to church and state. They are mostly engaged as farmers and fishermen, who to the present time, have endured and still endure many difficulties in prosecuting the calling of fishermen, for the reason that they have no place of shelter for their boats, except the beach. Commencing at Beach Cove, at the boundary line between Inverness and the county of Victoria, and passing by the settlements of Wreck Cove, Bay St. Lawrence, Cape North, Money Point, Aspy Bay, North, South and Middle Harbours, White Point, Cape Egmont, New Haven, Neil's Harbour, Black Brook, Green Cove and North Bay, Tignish—in all this distance of sea-coast there is not a single harbour, not a single place of refuge for the fishermen's boats. When they go out fishing and come in again, their boats must be hauled upon the beach. If there is a storm threatening they dare not launch their boats. There is no place of shelter but the beach, and their lives would be endangered while landing in the surf. Whenever they come in they must haul their boats upon the beach, if there is any sign of a storm. Of course they suffer great loss on account of this want of accommodation, as they can use only small open boats instead of large decked boats in which they could go out in any moderate weather, and engage in deep-sea fishing to a larger extent than is now done. Any hon. gentleman will realize what loss they suffer on this account, besides the hardships they undergo in hauling and launching their boats. If a storm threatens of course they cannot go out, because in coming to shore again their lives would be endangered on this rough coast. Again, when their fish is cured, they have trouble in getting it to market, because they have no harbour. They must wait until calm weather arrives so that a vessel may get near the shore, and then they carry their fish in boats to ship them. Of course a vessel cannot come near the shore unless the day is calm. If a storm arises, the vessel has to go off to find a harbour somewhere else. The farmers in this district suffer equally with the fishermen in

getting their products off to market. They also have to wait for a calm day until a vessel can come near, by which they can export what they have to sell. When they want to export cattle or horses the animals are made to swim out to the vessel and are then hauled on board by some kind of tackling. Hon. gentlemen will readily see the difficulties people there have to undergo. Now, in order to remedy this trouble, at least to the people of Cape North, all that is wanted is to give them a harbour at Aspy Bay. This can be easily done by opening a channel through the bar which lies in front of what is commonly called North Pond. This bar is nearly three miles long, through which a channel can be easily cut. The people round there say that there is only about three or four feet of sand, and underneath that is adhesive clay, which would form a good foundation for a pier. The water inside this point is about three miles long and about two miles wide, and the water is of sufficient depth to allow any large ship to ride safely. Then I call the hon. Minister's attention to this matter for another reason. A harbour of refuge is needed here, on account of the number of vessels which frequent those waters. Last year there passed by within a few miles of this place going to the port of North Sydney, 627 steamers, 158 coasting steamers, 5 ships, 90 brigs, 54 brigantines, and 1,237 schooners, with an aggregate tonnage of 762,000 tons. I would remind the Minister of Public Works that this coast is strewn with wrecks, which have been attended with great loss of property as well as of life. Not many years ago a ship was wrecked within a few yards of where I want this harbour constructed in which 14 lives were lost. There is no place in the coast I have already mentioned where a vessel can harbour, no matter in what distress seafaring men may be. Another reason why I want a harbour constructed there, is because it would afford communication between Newfoundland and Cape Breton every day in the year. In this connection I will call the attention of the Minister of Public Works to the fact that the Cape Breton and Newfoundland route has attracted a great deal of attention for some years; and a conference concerning it was lately held in New York attended by the Deputy Minister of Railways of Canada and by Mr. R. G. Reid, contractor of the Newfoundland Railway. Referring to this route the Toronto "World" editorially says:

The Cape Breton-Newfoundland route will possess features that can be duplicated by no other route across the Atlantic. The trip from Montreal or New York to England via Newfoundland will offer a variety that ought to prove attractive to trans-Atlantic passengers. Instead of spending seven days continuously on the ocean, as is the case on the trip between New York and Liverpool, passengers going via Newfoundland will spend only four and one-half days on the water, and this will be divided into two periods of three