

per mile, whereas on the western prairies the average cost is about \$32,000 per mile, and I was wondering whether this greater amount was due to more difficult territory that the railway would run through. I should be glad to hear from the minister on that point.

I am not standing on my feet to ask these questions with the idea of opposing this line. I have made a very careful study of that part of Nova Scotia so far as it is possible to make a study of it from maps and the various statistics that are given to the House. I have a great deal of sympathy with that part of Nova Scotia, because I can readily understand there is a large part of that province which has no railway whatever, and for that reason it does seem to me that a railway may be needed. We heard from the speech that was quoted from a paper this afternoon that Sir Robert Borden had travelled over a vast stretch of territory in that part of the country, almost 500 miles without a railway. Now as far as I am able to judge from the statistics that have been given and the information we have in regard to this line, it will not be altogether satisfactory to the people it is intended to serve, because it will not reach the greater part of them. I find that at the present time the Canadian National railway runs from Glasgow to Port Mulgrave, and this proposed line is going to run from Sunnybrae to Guysborough, a distance of 67 miles. I have endeavoured to judge the distances from the map, and as far as I can see at no point is this proposed railway more than 15 or 20 miles distant from that other line. It practically parallels it all the way through.

Mr. CARROLL: My hon. friend has made a study of this particular railway would he tell the committee how far it is from Port Mulgrave to Guysborough, the terminus of this railway?

Mr. LEWIS: I was taking it straight across whereas these two points are diagonally across.

Mr. CARROLL: The hon. member has made a statement that is misleading.

Mr. LEWIS: I said that as far as the line runs parallel it is about 20 miles distant.

Mr. MACDONALD (Pictou): More than that.

Mr. LEWIS: What I say is that from Sunnybrae to the coast line immediately to the east it would be fifty miles, and there would still be a territory of 50 miles with no railway. That fifty miles is gradually reduced until at the end of the railway it is about 20 miles. I am not trying to oppose this line at all, but if

[Mr. Lewis.]

service is the thing that is to be rendered it does seem to me that it would be wise to run a branch from Musquodoboit, where there is a line at the present time, up as far as Guysborough, and then have a branch line from Sunnybrae into the main line, from Musquodoboit to Guysborough. I think that would serve the people better.

We have been asking for various statistics in regard to the mineral and other wealth in the territory covered by this proposed line. In the mineral map, to the southeast, this country, so far as minerals are concerned, is apparently called the gold territory. In the immediate vicinity of Sunnybrae I find that there are iron deposits, but after you get past Sunnybrae I do not find any iron deposits at all.

One statement that has been made is that this railway would assist to a great extent the fishing interests. So far as that is concerned, I think it would be very difficult to interest the fishing industry in a railway which at one end is approximately fifty miles from the coast line and at the other end twenty miles. That would hardly seem to assist them in any great measure, and I was wondering whether at some future time parliament would be asked for a further grant of money to continue the Canadian National from Musquodoboit right up to a point near Sunnybrae, to provide that territory with the railway facilities that are needed. I find that southeast of the railway there is a stretch of country where there are hardly any inhabitants, and so I immediately looked up the map in regard to density of population, and found that Sunnybrae and the territory within a radius of probably seven miles is fairly thickly populated, but immediately you leave the county of Pictou and pass on to Guysborough the railway runs through a territory that averages from four to ten people to the square mile.

I am not opposing this railway but we do know that a branch of the Canadian National or of any other railway can only pay by service, and I was wondering whether the minister would consider that this line would pay in the direction in which he is taking it, and whether it would not be of greater service to the people if it were immediately to the southeast. As I said before, it does seem to me that the people in the immediate vicinity of where this line is to be projected are being taken care of by the railway to the northeast, that is the line from New Glasgow to Mulgrave, whereas the inhabitants of the southeast part have no railway at all. For that reason I should like the minister to give us a little information in regard to that part of the