

The conditions in regard to a road in Victoria are getting better all the time. Pulpwood is getting to be an article of great value to the country now, and in the northern part of my county we have very extensive pulpwoods that are now without any rail connection at all. I think I am safe in saying that about \$1,000,000 have been invested at Ste. Ann's Harbour in connection with pulpwood. They get their pulp out in the summer when vessels can come in, but they have no railway connection at all. There is an unlimited quantity of pulp up there. I need not remind the minister that the county of Victoria is a very old part of Canada, as old as any other part of the province of Nova Scotia, and some sections of that county are 110 to 120 miles away from the nearest railway. To an Ontario man that must seem an extraordinary condition, for you can hardly find a farm house in Ontario that is not within ten miles of some railway. When you consider that Victoria is older than Ontario and that some parts of the county are 110 to 120 miles away from a railway, I think the minister will understand that our great ambition is to get better railway accommodation. The only ambition I have in politics is that the county I have the honour to represent will have this great boon of railway connection before I go out of public life. I do trust that the minister, regardless of party affiliations and of what party politics may suggest, will carry out, not some new thing, but what Parliament has committed itself to on two different occasions in the resolutions which have been accepted by the Government. It is at least in as strong a position as any other section of the country could occupy so far as the record of the House is concerned.

At this hour of the night and at this stage of the session I am only reminding the minister of facts. He must realize that the necessity still exists, and the merits of the case are well known to him. I desire to say one word in regard to another matter which is also a live question. The minister will remember that he visited our town a few years ago and saw for himself the terminus of the Intercolonial railway connecting Canada with Newfoundland. That terminus at North Sydney is entirely inadequate for the traffic that has to be handled there. The minister made up his mind at that time that something had to be done, and plans were prepared. The piers there require extension and it is necessary that there should be more room for steamships. Facilities are needed for carrying out the traffic between

Canada and Newfoundland. Now, this is not something of a local character for the benefit of North Sydney. Hundreds of thousands of dollars of traffic is carried all the time between Toronto, Quebec, Montreal, Winnipeg, and other parts of Canada, and Newfoundland. This traffic finds its outlet at the town of North Sydney, and any improvements effected there are not by any means purely for the advantage of that town. It is merely to maintain the facilities for carrying the trade between this country and Newfoundland. In order properly to handle that traffic we must have adequate facilities. What is happening now? The Newfoundland merchants, finding that they cannot get their goods from Canada by reason of the lack of these facilities, are getting them largely by water from the United States and in that way the Dominion of Canada is losing a very large trade and good money. Sometimes cars stand on the rail at North Sydney for two, and sometimes for three months, and the people in Newfoundland cannot get their goods because of this condition of affairs. Possibly the facilities are inadequate on the other side, but it is our duty to see that on this side we maintain a proper state of things. Then if there is any trouble on the Newfoundland side the people there will have to see to it themselves. One thing is perfectly clear to the minister, because he witnessed it himself, and that is that the facilities at the North Sydney terminus are absolutely inadequate. These are the only two matters I wish to bring to the notice of the minister, and I am doing so as briefly as I can. The history of my advocacy of railway extension in my own county, and the necessary facilities for a terminus in order to handle traffic with Newfoundland, are two things which are well known to the minister and which I think should receive his attention at the earliest possible moment.

Mr. BUTTS: When I first tried to catch your attention, Mr. Chairman, I did not intend to speak at any length but only to make reply to the remarks of an hon. member from a constituency in Manitoba relative to the Hudson Bay railway. Since then, however, certain other matters have come up in regard to which I think the facts as they really are ought to be placed before the House, late as the hour is and slim as is the attendance. I refer, first of all, to the remarks of my hon. friend from Inverness (Mr. Chisholm), in which he speaks of the great possibilities of Western Cape Breton, possibilities that he says, surpass those