

came up here, I certainly was opposed to the railway extension being provided for only as far as Canso, to which my hon. friend has referred. I did so, because I thought if the arrangement was made to have the line extended only to Canso, and not to Louisburg, it would be likely to remain so for a long time, and there was then a company desirous to take it up and build it from New Glasgow to Louisburg; but they did not carry out their pledges for reasons I will not enter upon at present. We all know that the Local Legislature passed a measure to aid this line of railway. It was not done for the purpose of building it but simply to gain certain votes in the House, and the Act on the statute book proves the fact. When I saw it first I perceived the object. With regard to Louisburg we all know what it has been in the past, and what its commercial importance may be hereafter. Its progress may be retarded by present legislation—with its magnificent harbour accessible at all seasons, and the nearest to Europe, it is only a question of time—and I think, therefore, it is as well entitled to aid from the Government in connection with the Intercolonial Railway as any other portion of the Dominion. The present Government have been building and aiding many railways with the public money, and they have also expended millions on canals for the purpose of developing the resources of the other Provinces of the Dominion, while Cape Breton is entirely ignored, left out, and not even thought of. It is true it is said there is expenditure on public works in Cape Breton, but what are they? Only one work, and that expenditure was inaugurated by the late Government and continued by the present in the harbour of Ingonish. That money is thrown away. We all know how many years we have been waiting for the enlargement of St. Peter's Canal, but as I have a notice on the paper on this question I will not bring it up now. I appeal to the gentlemen of this House to see that justice is done to the Island of Cape Breton by this Government and by the Government of Nova Scotia. When I spoke on this question two years ago I stated that when we came into Confederation it was for the purpose of getting the justice from the Dominion that we failed to obtain from the Province of Nova Scotia. I hope the Government will give the matter the serious consideration and take care that the same justice is extended to us all that is extended to Manitoba, the Northwest Territories,

British Columbia, and Prince Edward Island. We do not demand more; we are not unreasonable, but we demand justice.

Hon. Mr. ARCHIBALD—I think the best thing, as we cannot get the road to Louisburg, is to take it to the Strait of Canso. I am sure that the road can be completed to the Strait, but I have my doubts, like my hon. friend, that it can be carried any further at present. We have been allowed to stand in the cold long enough, waiting not only for the action of this Government, but of the Government of Nova Scotia, for the Eastern Extension, while the Western Extension has been carried as far as Yarmouth. I hope that when the section from New Glasgow is transferred to the company who will engage to build the Extension, there will be in the agreement a provision binding the contractors to put a suitable steam ferry on the Strait of Canso. I do not believe the Government of Nova Scotia will give any grant for that, and the company should be compelled to put on a steam ferry, so that we can cross the Strait at all seasons.

Hon. Mr. LETELLIER DE ST. JUST—There is no objection on the part of the Government to accede to the demand for these papers. I hope that when the papers are before the House every one of us will be in a better position to discuss the question. The Government have taken cognizance of this matter already, and it is not their fault that something has not been done: it is on account of internal difficulties in that section of the country that the road has not been completed. There is no difficulty in the way of the Government handing over the section from the junction at Truro to New Glasgow. The Government have been endeavouring to find out how they could place the road in a way to utilize it to the greatest benefit of that section of the Province, and we have been told by many people that the Local Government are unwilling to grant a subsidy to extend it to Louisburg. The building of the road does not depend entirely on the Dominion Government, but it depends more on the Local Government.

Hon. Mr. MILLER—There is an Act on the statute book granting \$6,000 per mile towards it.

Hon. Mr. LETELLIER DE ST. JUST—If the local Government are taking an interest in the matter to facilitate the opening of the road, the responsibility will remain with them; we shall certainly place no obstacle in their way.