

ditions that rendered it valueless. These conditions were that the company should complete a railroad all the way to Louisbourg; otherwise the transfer would not be absolute, and unless absolute the property would be worth nothing as a security on which to raise money. No company can be found at present to accept the terms of extension to Louisbourg. None could be found during the past two years, and as he had predicted then, they had just lost that much time in obtaining the road to the Straits of Canso. He trusted now that all parties would look at what was practical and possible, and not delay or endanger it by seeking what was neither the one nor the other. He trusted that the Pictou road would be given absolutely to any parties contracting to build a railway to the Straits. If anything else were done, further delay and disappointment would be the result. It had been insinuated that neither the federal nor the Local Government were sincere in their efforts for eastern railway extension in Nova Scotia, and that they attached conditions to every scheme they agreed to that they knew would defeat it. He would be sorry to believe that, but rather contended that their sincerity should be judged by what might hereafter take place. But it was said that some sectionalism was a gain at work, and that some parish politicians in Cape Breton were endeavouring to get tacked on to the main line to the Straits, a branch to their own doors, or as near as possible. He could understand the enemies of Cape Breton playing a game of that kind, arousing sectionalism to defeat the whole enterprise, but he could not comprehend such narrowness and short sightedness on the part of its friends. There was only one course either practical or patriotic at the present time in the true interests of Cape Breton, and that was to bend all their energies to secure the railway to Port Mulgrave. After they had got that far, then they could all unite in securing a railway to Louisbourg. No county in Cape Breton was more interested—not even Cape Breton county—in having the road to that port than the county in which he resided, as the line would run almost through Richmond, and nothing could induce him to forego the construction of the whole road, except its immediate impracticability. While, however, it was wise to take the road to the Straits as an instalment, when they crossed the Straits of Canso, they should keep their eyes steadily fixed on Louisbourg. Richmond,

Victoria or Cape Breton should not consent to the expenditure of a single dollar for railway on the Island looking in any other direction than Louisbourg, until that road is completed. They should not dissipate their resources in building useless branches ending nowhere, for every dollar thus spent would lessen the ability of the Province to assist them, and weaken their claim hereafter for the extension of the main line. A branch line to West Bay, in the Bras D'Or Lake, was spoken of, but when St. Peter's Canal was enlarged that would be the natural channel of access to the inland waters of the Island. Another scheme was a branch line to Whycowmah, but this was more absurd than the other. Either of these roads would cost a large sum of money, and would be useless half the year when the Lakes were frozen. A new element of discord had been started in regard to eastern extension by the advocates of White Haven as the terminus of our railway system, but as it was likely to be harmless he would not say much about it. All the railways in Nova Scotia had been built by sections—the road to Pictou was first finished to Truro, and some years after extended to New Glasgow. The same was the case with their western lines. That policy had been so successful that the people of Cape Breton would see the wisdom of adopting it in their own case. If they could not get all they wanted at once, they would content themselves with what was within their reach for the present. What he thought that at least three-fourths of the people of Cape Breton wanted the Government to do, was to hand the Pictou Branch over to any company that would complete a railway to Port Mulgrave or any other suitable point in the Straits of Canso, with a steam ferry at the strait. That was what was wanted, pure and simple, nothing more or nothing less. Anything else, however plausible or advantageous apparently, would be attended with no practical result, and he trusted that both Governments would show by an honest and common sense policy that they desired a practical result.

Hon. Mr. BOURINOT—My hon. friend has spoken so fully and so well on this subject that I have very few remarks to offer, but as I have taken a deep interest in this question, not only here but in the Legislature of Nova Scotia, I entirely concur in the views of my hon. friend, although, two years ago, when the question