

Let me go a little further. If these people had the first idea of business, they would have extended that road, not only to the coal areas north for a distance of thirteen miles, but to the port of Cheticamp where they would have found a first-class harbour whence the coal of the north of the county could be carried up the river St. Lawrence to Quebec and Montreal; to Prince Edward Island and the Magdalen Islands. There are so many points in favour of extending that road that one would be surprised that they should have failed to carry out the original promise, to build it to Cheticamp. When Mackenzie and Mann went into the county and undertook the construction of that road, they entered into an agreement with the municipality by which they set forth that they would build the road from the Strait of Canso to Cheticamp, and the municipality of Inverness agreed to pay the right of way and a substantial bonus of \$1,000 a mile. Not one dollar of the original agreement was to be paid to these people until they extended the road to Cheticamp, thus completing it. When they got as far as their own private property at Inverness, they went to the municipal council, and by appealing to the generosity of the council they succeeded in getting an advance from the municipality, on entering into a further agreement that they would continue the construction of the road to Cheticamp provided local and municipal subsidies were available—and they have always been available—after finishing it up to their mines at Inverness. They failed to carry out this promise; they betrayed the taxpayers of the county of Inverness, and they have been carrying on that business ever since they went into the county.

Once more, if in the future the Government can get control of that road, I would appeal to them, in the interest of the development of that part of the country, in the interest of the earning power of the Intercolonial, from every standpoint of common sense, to go forth and acquire that road. We have invited the Government many times since 1911 to send men down there to investigate the possibilities of that road from the standpoint of traffic and its extension to Cheticamp. In 1910, I placed all the data relating to the Orangedale-Cheticamp proposed branch line before the Government of the day, and I got a promise from that Government that they would undertake the construction of that road in 1911-12. I have a record of that assurance. The election, however, occurred then and

nothing was done by the incoming Government. In 1913 the Government sent an engineer down to look over the proposed branch line from Orangedale to Cheticamp, which would have been the solution of our transportation difficulty then. That engineer came back and made a very encouraging report. He placed the facts before the Government and he convinced the Department of Railways that this was a good undertaking in view of the immense natural wealth in that part of the country. I had hopes then that the Government would undertake the construction of this branch line and would thus have solved all our difficulties. However the Government failed to do so; the war came on, and since then I have been keeping all the facts before the Department of Railways in the hope that just as soon as the finances of the country would justify the construction of this road, I might induce them to construct it. I shall continue to urge the building of this road.

I am in sympathy with the construction of branch lines in the West or in any part of the country where the conditions will justify the expenditure. Since I came into this House first in 1908, I have invariably given my support for the construction of railways, because I consider that is really the only practical solution of our transportation difficulties in this country when water transportation cannot be had; but I must say that no branch line that I have looked into has the merits of this Orangedale-Cheticamp line touching at Chimney Corner and St. Rose coal areas. I propose discussing the need and justification of the construction of the Orangedale line passing as it does through rich mineral and farming districts. If this line were constructed, it would solve our transportation difficulties. I have always kept the merits of this line before the Government. I had hoped, I have always hoped, that the Government, I care not what Government it is, would take into consideration the requirements of these old settled districts, which have been settled for over two hundred years, where nature has been lavish in its distribution of natural resources, and where the construction of a railway would be justified from any standpoint. I had hoped that as a matter of business this Government would have undertaken, first, the purchase of the road, and then its extension so that both the rich shore country and the interior would have railway facilities. I shall discuss this