

hours later than it would if the train could cross a bridge or causeway. It costs \$500,000 to operate the car ferries at Point Tupper, to say nothing of the capital replacement after a certain number of years. There is operating across that strait a highway, now operating at a loss. If a causeway were built there it would afford a passage for cars, and that project which to-day is operating at a loss would become a source of revenue simply through a toll being charged for crossing the bridge. The people of Cape Breton are vitally concerned in this matter. There is very much ado about the cost of this project; but we, in Cape Breton, realize that we have been contributing to projects in other parts of Canada from which we derive no physical or financial benefit, and when we consider what has been expended in that way we feel justified in saying that the matter of cost should not enter into this scheme at all. The first and only consideration should be to supply proper transportation so as to overcome the inadequacy from which we are suffering. It is pretty nearly time that the people of Canada when they are speaking of the eastern and western boundaries of this great dominion of ours should say, "from Sydney to Vancouver", instead of saying from "Halifax to Vancouver". I think this project is economically sound. It would be costly, no doubt, but it is certainly a project to which our people are entitled.

That is not all I have to say about transportation facilities in our part of the country. In my constituency there are two short lines of railroads. We have a railroad from Point Tupper to St. Peters in Richmond county. We have another railroad from Point Tupper to Inverness in Inverness county. Both of these roads should be further extended. The development which has taken place in the fishing, lumbering and farming industries north of Inverness warrants the extension of that railway in order to provide proper and adequate transportation facilities for that section of the country. There is another reason why this extension should be made. From the town of Inverness to Margaree harbour is a belt of coal which has lain undeveloped, I believe just for lack of the transportation facilities which this extension would provide.

I should like to add this further word about our transportation facilities. The train from Point Tupper to Inverness as well as the train from Point Tupper to St. Peters consists of one passenger coach and a number of freight cars. If you want to have a good example of one of the relics of olden times you should take a ride on the coach of each of these trains. The heating system is terrible. It is so bad that it renders the coach air-polluted rather

than air-conditioned. The only compensating thing about it is that the coal gas renders the passengers, if they have any distance to go, sort of semi-conscious, so that they do not feel the bumps from the uncomfortable seats in that coach. I would suggest to the Minister of Transport (Mr. Michaud) that he substitute for this air-polluted mobile contraption—I cannot call it anything else—a fairly decent passenger coach that would not tax the respiratory organs of the passengers and would not be so severe on their dorsalis and gluteus maximus muscles. I think that is something which our people deserve. We have been tolerant. We know the conditions of war; we know the scarcity of materials; nevertheless we feel that just so soon as it is possible to make this substitution it should be done.

Another thing that should be given careful consideration in the rehabilitation programme is our fisheries. We have in the north of Inverness county three large cooperative fisheries, and we have three private individuals who are carrying on that industry there in a big way. But under the circumstances, with a lack of facilities, they are not able to reach anything like maximum production or get the price which they should for their fish. We all know that the marketing of fish to-day has changed materially from conditions prevailing a few years back. You can no longer tie a rope about a cante of fish and ship it and sell it on the market. Mackerel to-day must be filleted. You cannot put it on the market round. The best codfish to-day is processed into boneless fish. These products are perishable, and there are no refrigeration facilities. They cannot be processed profitably because of the lack of refrigeration facilities. Local refrigeration is a necessity in carrying on this work. I have been trying for the last three or four years to get a refrigeration plant in the centre of the north at Grand Etang. When one looks around and sees all that these people have done under the greatest handicaps I certainly cannot understand why we should not at least encourage them in the wonderful efforts they have already made by providing them with refrigeration facilities.

At Cheticamp a few years ago we had a life-saving boat. This possibly does not seem to hon. gentlemen a very important thing, but I can tell this house and the minister that the lack of that life-saving boat at Cheticamp is responsible for a lack of production of fish. I will tell you why. The men are operating in that section with small boats and they are not going to attempt to go any distance outside where probably the fish are schooling unless the weather is quite evidently fine. If there