

county of Victoria a long string of fishing ports and towns beginning with a fishing place called North River, North Gut, South Gut, Englishtown, North Shore, South Bay, Ingonish, Neil harbour, Dinwall bay, St. Lawrence, Meat Cove. All of these villages along the coast of the county of Victoria are most magnificent fishing places, but they have no railway, and consequently the fishing trade is really in its infancy and has no opportunity of development. If a railway were run through these fishing villages, there is no limit to the wealth that might be developed. On the Inverness side of the island we have several Acadian villages on a settlement called Cheticamp, with magnificent fishing possibilities. Then there is Margaree harbour and another point called Ste. Rose. Of course, there is a railroad from the Strait of Canso along the south side of the island, which railway I understand the Government intends to take over one of these days. That railway touches many of the harbours along the south side of the island; but the fishermen were never given any opportunity to take advantage of it because it is merely a coal road, that is, it is owned by a coal company; it is equipped only for the carrying of coal, and there was never anything done to connect it with the fishing towns, villages and harbours on the south side of the island of Cape Breton. But when the Government take it over, as I hope they will, there will be an opportunity for them so to equip it that it will be a means of assistance to the fishermen of that side of the island and will enable the fishermen to produce this excellent food for other parts of Canada. On the south side of the island we have a railway extending about thirty or thirty-five miles from the strait of Canso to the St. Peter's canal. That railway is well known to the leader of the Government (Sir George Foster), who has possibly travelled over it. It is a good road so far as it goes, but it should be extended along the south coast of the island of Cape Breton to Louisburg, where it would connect with the railway of the Dominion Iron and Steel.

I am glad now that after many efforts we have the Minister of Railways (Mr. J. D. Reid) in the House listening to part of what I have to say in regard to this railway. I am pleased to tell the minister that it was the intention of the railway company that owns the road from the strait of Canso to St. Peter's to extend it to the harbour of Louisburg along the south coast of the island of Cape Breton, and that it was my

pleasure, as a practising barrister, to purchase, on behalf of that company, magnificent terminals for that road on the site of the old town of Louisburg. If he will take in hand the extension of that road he will find owned by that company one of the most magnificent terminal sites on the whole of the Atlantic coast, and he will have the novelty and pleasure of knowing that in the lands which can readily be owned by the Government is the site of the old town and the old wharf that the French people owned when they owned the town of Louisburg. He will also find that foundation of that wharf, good and sound as ever it was, within the land which this company owns. The towns through which this road would run if extended along the south side of the island would be St. Peter's itself, l'Ardoise, Grand River, Forchou, Gabarus, Louisburg, Lorraine, Mainadieu and Mira bay. All of these towns are struggling along endeavouring to make a living at fishing, but they have no railway facilities. As I have pointed out before, it is impossible to give railway facilities to the two sides of this great island of Cape Breton simply by running a line through the middle, because the island, which is about 125 miles long by 90 miles wide, is cut into two parts by an arm of the sea and the St. Peter's canal. One can, therefore, understand that one line of railway running through the centre of that great stretch of country is not going to give proper accommodation, much less can it give good accommodation to the fishing industries along the coast. I am to-day merely supplementing what I said the other day, and I am merely reminding the minister now that he is in the House—I am sure he is a busy man and found it impossible to be here before—that he was sitting in this House when this resolution which I am about to read was accepted. Hon. Mr. Rogers, who was then Minister of Public Works, was leading this House, and he was the man who gave the word that the Government was accepting my resolution, but I clearly remember that the present Minister of Railways, who was then Minister of Customs if I remember correctly, was sitting in the House at that time. The resolution, which was moved by myself and which was accepted by the Government, reads:

Mr. McKenzie moved that in the opinion of this House the time has arrived for the extension of the Intercolonial Railway of Canada into the non-railway sections of the Maritime Provinces within reasonable range of the said railway.