

and one-half days and one day respectively. The trip will be made by steamship and rail alternately. On the whole, time will be saved by this route, as the distance is shorter than via New York or Montreal, and half the trip will be made by railway. Many people who are afraid to trust themselves for a week on the ocean on account of sea sickness, would not hesitate to venture on a voyage that could be covered in half that time. The Newfoundland route is certainly something new in trans-Atlantic travel, and we will not be surprised if a considerable volume of passenger traffic is attracted to it. It ought to be much more economical to maintain a fast service via Newfoundland than from New York or any other American port. Two vessels are all that are necessary to maintain a weekly service between Newfoundland and Great Britain. These vessels need not be one-half the size of the ordinary trans-Atlantic steamers, as they require only half the quantity of coal and provisions. A single steamship costing a quarter of a million dollars will maintain a tri-weekly service each way between the west coast of Newfoundland and North Sydney, C.B., where connection is made with the American railway system.

You will notice here that this route will only afford communication between Newfoundland and Cape Breton for about seven months in the year, because the harbour of North Sydney would be ice-bound for about five months in the year. But if we had a harbour of refuge at Aspy Bay I am informed by seafaring men that we can have daily communication during the winter as well as summer. Cape North extends northward, and Cape Ray extends southward from the coast of Newfoundland, leaving about fifty miles between the two points. It is said by those who are acquainted with the locality that when the tide changes, say from the west to the east a "jam" is formed between the two points, and of course the ice recedes leaving an open space of water. During this time a good steamer could run in comparatively open water from Cape Ray to Aspy Bay in about three hours.

Again, when the current changes from the east to the west there the same thing occurs, and a space of free water is left open. Of course the project I am now considering would necessitate the building of a few miles of railway from Aspy Bay to some point on the Intercolonial Railway. I am told on good authority that the Government is going to extend a line of railway to Margaree, and from that to Cape North would be only a few miles further on. This would benefit trans-Atlantic traffic. Mails and passengers could be landed there three hours after leaving Newfoundland; the ocean passage from Newfoundland to England would be made in three days and a half, and the passage between Newfoundland and Cape Breton would be made in three hours, and passengers would then commence their trip overland hours before they could by going to North Sydney. Seven hours would be occupied in the run between Cape Ray and Sydney, and this during the summer months only. Again, if we have this harbour con-

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structed, it would not only benefit the people there, but would open up a large tract of country, no less than half a million acres, which is at present lying waste. There is no railway through it, the timber is uncut, minerals are lying hidden in the soil. By having this line of railway built and the harbour established the whole Dominion would reap the benefit. I ask the serious attention of the Minister of Public Works to the importance of this subject. Again, it would be a strong inducement to Newfoundland to enter the union if we had this communication established. There is nothing chimerical about this project, because it is a practical one. The Island of Cape Breton was the chief station placed within a short distance of Newfoundland for a purpose, and no doubt was to afford communication between Newfoundland and Canada during the whole year. Then, of course, besides the carrying out of this project around the coast of my county are much needed the construction of a great many breakwaters and wharfs. But we are modest in the east; if we get this appropriation this year we will hope for more next year, and by reason of those facilities being provided the people would be able to obtain a livelihood with some comfort to themselves, because at the present time, as I already stated, they endure many hardships in the pursuing of their calling. We have heard a great deal of the west and of its importance; but in my opinion, Cape Breton has never received that attention at the hands of the Government which its many and valued resources and its importance demand. There is not any place in Canada of its area which possesses equal wealth, and the Government should pay more attention to that island. My county especially has received no justice whatever for many years past. If I were desirous of proving that fact as regards Cape Breton, I need only call the attention of the Minister to expenditures in some other parts of the Dominion not nearly so important as Cape Breton, on which large sums of public money have been lavished. For the sake of making one comparison, let me take a portion of Canada, a small island in the Gulf of St. Lawrence known as Prince Edward Island. It is 130 miles long, four to thirty-four miles broad, and contains 2,133 square miles. Cape Breton is 100 miles by 85 miles, and its area is 3,220 square miles, or about 1,000 square miles more than Prince Edward Island. The population of Prince Edward Island is 109,078; the population of Cape Breton is 86,854. Let hon. members now look at the Estimates. What does Cape Breton get this year, and what did it get last year? This year it receives \$6,900, of which Inverness County receives \$6,400, while Prince Edward Island has lavished on it \$73,800. We have ten times the amount of coast water; there are no harbours in my county, I am now referring to the county north of Ingonish. Last year the