

raw material for the New Glasgow mills and forges must pass over this New Glasgow-Mulgrave section—the present grades of which are up to and exceeding, in some cases, two per cent. All trains leaving Mulgrave must have the aid of pusher engine for some miles westward.

If the traffic is diverted at Mulgrave over the proposed Guysboro-Mulgrave-Sunneybrae railway to the junction of the latter at Ferrona, New Glasgow, Pictou county, and assuming the traffic as eight trains of five hundred tons and four trains of one thousand tons daily, handling, say, sixteen thousand tons on this new line, with a .06 grade instead of the present New Glasgow-Mulgrave two per cent, and over grade, and using the capitalization values laid down by the American Railway Engineers' Association Committee, the result of the comparison using Ferrona Junction as a common point, would be a capitalization of \$9,540,000. The new lines have been estimated to cost \$8,500,000, therefore, it would be cheaper to build and operate by an amount of roughly \$1,000,000.

Further comparison is made by assuming a considerable increase in tonnage over that at present carried which in view of all the factors involved, and the advantages flowing out of better railway conditions, and the development in Eastern Nova Scotia, which would seem warranted, shows the new line as giving a capitalization of say \$14,307,000 saving over operations of the present New Glasgow-Mulgrave line, so that with a capital expenditure of \$8,500,000 for the new line, there would be a saving equal to the capitalized value of \$5,800,000, to build and operate the new line.

Other calculations have been made taking New Glasgow as the common point, while still others provide for the routing of the traffic across Pictou Harbour, thence to a point on the C.N.R. at or between Amherst or Moncton, throughout which a continuous grade of about one-half per cent, could be secured, resulting in some saving in mileage, and the enormous advantage of a gradient of practically .05 as against the climbing of two mountain ranges. Gordon Summit and the Folleigh, with elevations of 566 and 612 feet, respectively, over tide water at New Glasgow.

So far we have dealt only with advantages to the railway from lower cost of transportation. The possibilities of traffic on the proposed new section of line are good, the resources are agriculture, lumber and fishing. The forest resources of Guysboro are among the most valuable in the province of Nova Scotia. Fifteen years ago these were valued at \$20,000,000, which valuation would be nearly doubled at the present time. The value of the timber contiguous to the Guysboro line between Sunneybrae and the Guysboro-Pictou county line would many times exceed that figure. In this section lumber is now being transported by teams for distances of up to fifteen miles to railway.

With the railway passing through Country Harbor and Guysboro, the fresh fish industry could be centralized, and an extensive trade carried on. Were an efficient daily fresh fish service inaugurated from Guysboro and Country Harbor over the proposed road through to Montreal, there is no doubt that within a very short time of its inauguration, sufficient traffic would be offered to warrant a daily express fish service of twelve to fifteen cars, which could run through to Montreal as a solid, Maritime fish express.

These, sir, are some of the facts bearing on the necessity for and the desirability of proceeding at once with the so-called Guysboro road scheme, which the February 20th article states was especially condemned, having been rejected by every government for thirty years, which statement I know from your well-known public spirit and sense of fairness, you will now abandon with the amende honorable.

THOS CANTLEY.

New Glasgow, N.S., March 8, 1924.

[Mr. McIsaac.]

My hon. friend (Sir Henry Drayton) must have read the article in the Gazette to which this letter is a reply. Under the circumstances I do not think it is necessary for me to say anything further. If the necessity for this road has not been proven by the explanation of the Minister of Railways and the few remarks made by myself, surely the statement of Colonel Cantley will convince any person here of the merits of this enterprise and the necessity for its being carried to completion.

Sir HENRY DRAYTON: I am quite willing to admit at once that I never read the letter; but after having heard it read, I find I am entirely right in my statement. The whole argument in that letter is to get rid of the old grade, to get a new line. It is a line to Mulgrave. This is a line to the sea. I am afraid there is nothing to take back. I am quite content to leave this whole matter in the hands of the minister if he will ask Mr. Hanna if he ever recommended such a line and if he is in favour of it to-day.

Mr. MACDONALD (Pictou): Does my hon. friend say that what Colonel Cantley said was untrue?

Sir HENRY DRAYTON: I said nothing of the kind. My hon. friend knows I did not say that. I said that it was a line to Mulgrave. This is a line to the sea.

Mr. MACDONALD (Pictou): My hon. friend disputes the accuracy of the statement that the board presided over by Mr. Hanna had recommended the construction of a railway from Sunneybrae through the county of Guysborough—

Sir HENRY DRAYTON: To Mulgrave.

Mr. MACDONALD (Pictou): Not necessarily to Mulgrave. My hon. friend had better read the letter of his friend, Colonel Cantley and find out if he does not speak of railway construction having been adopted by the board of which he was a member, and the only reason why it was not adopted by the government led by the right hon. gentleman who now leads the opposition (Mr. Meighen), was the decision that was come to by the treasury board of the cabinet. That was the reason. I do not know why my hon. friend should take this position of antagonism to a project which has so many merits and which ought to be constructed in the interest of the Canadian National Railways and of the country. We in Nova Scotia occupy a very peculiar position, in