

Breton, between St. Peter's and Louisbourg, there are no harbours fit for anything larger than boats, the fishermen must ship before navigation closes, and sell at a sacrifice or pay heavily for storage. Were a railway within reach they could keep their fish waiting the advance of prices, and then ship by rail in winter.

AGRICULTURE.

According to the last Dominion census the total valuation of all the agricultural products of the section of country to be tapped by this road amounts to two million dollars annually. The number of bushels of oats, wheat, and potatoes was 796,833. The tons of hay, 39,573. The cattle, butter, wool, &c., make up with these the sum above mentioned. Now it requires but the stimulus of quick transit to good markets to increase this indefinitely. At present farmers find it very hard to sell their goods to any advantage, the modes of transit are slow and costly, and a continual and effective damper is put upon one of the most important industries of the island.

There are unrivalled facilities for sheep raising along the Atlantic coast. The land is low, in summer pasturage is good, and in winter seaweed upon which they feed is plentiful, and so easily got at that farmers seldom require to feed their sheep. They run wild all the year round.

POPULATION.

The population of the southern half of Cape Breton is about 50,000. The rate of increase since 1821, when a few Highland families began to disturb the slumbers of its primeval forests, has been slow but sure and steady. It is only of late that the people of Cape Breton have begun to realize their advantages, or to receive any fostering care whatever from its rulers. The County of Cape Breton during the last decade increased its population nearly twofold, and this is but a beginning of extraordinary expansion. The proposed line of railway will be within ten miles of every important settlement in the southern half of Cape Breton.