

fisheries along the coasts of our island. But, Mr. Speaker, while I earnestly advocate the building of a railway from the Strait of Canso to Louisburg, or the building of the other road from the Strait of Canso to Broad Cove, either by the Dominion or by the Local Parliament, as was promised us more than once, I hold that there are other public works on the island which are as necessary for the prosecution of some industries on the island. I refer now to the improvement of harbors, to the construction of piers for the purpose of facilitating the prosecution of the fisheries and the exportation of the products of the coal mines from the island. I find that on the north-west coast of the island—and now I come to the county which I have the honor to represent—the Local Government built, exclusively at the expense of the local treasury in 1866, a pier at Port Hastings, and since that time the Local Legislature has ignored the responsibility of maintaining that pier, and that consequently the pier is now almost useless. There was also a pier at Long Point, which was a very useful one to that locality; there was one at Port Hood, at Sight Point, at Broad Cove Marsh, at Margaree Island, and one at Cheticamp. Those piers were maintained at the expense of the Local Legislature till 1878. The Local Legislature, then finding that they had not the means for maintaining those piers, have publicly declared it to be their policy to ask the Dominion Government to maintain them. There were other improvements undertaken on that island since Confederation which were of greater magnitude—the improvement of harbors; and I hold that the improvement of harbors, extensive harbors, or harbors which would give an outlet for the products of certain localities should not be made a charge on the consolidated revenue, or on income. The works on Benacadie, Catalone, Cow Bay, East Bay, Grand Narrows, Ingonish, L'Ardoise, Mabou, Militia Point, Port Hood, West Arichat, Cheticamp, Margaree, the St. Peter's canal, and works of that class should be chargeable to capital account; and I should be most happy, as an individual representing the island, to have it pointed out to us time and again that Cape Breton received more money on capital account than the money expended on the St. Peter's canal. When those works were undertaken by this Parliament, it was with a view of placing them on the same footing as the canals were placed in Ontario and other places. The representatives of our island always favored the improvement and enlargement of the canals in the west, and I for one shall be always most happy to vote the sums necessary for enlarging those canals, whenever it shall be made to appear that doing so will be to the general interest of the Dominion. There can be no question that the improvement of large harbors of this kind, the improvement of the entrances into those harbors, will be of general advantage to this Dominion—of general advantage to the shipping of the Province of Nova Scotia and New Brunswick particularly. The improvement of the harbors on the north-west coast of Cape Breton where along an extensive coast of over 150 miles no harbors exist, except one, on the lee of an island adjoining Port Hood, but which cannot be used as a harbor for exporting products from the mainland, as it is distant at least a mile from the mainland, and as a deep channel intervenes, which precludes the hope of ever exporting from the mainland the product of the very extensive coal area which exists in that locality, unless that channel is bridged or closed. In order to show you that it was not the intention to have those harbors chargeable to income, I beg to call the attention of this House to the Act which was passed in 1869, and assented to on the 22nd of June in that year, which declared those harbors were of such great importance that they should be placed in the same category as the canals of the Dominion. The preamble of that Act reads as follows:

"Whereas it is expedient to provide means for improving the harbors and channels and rendering the navigation more easy and safe at the

several ports of Bathurst, Shippegan and Richibucto, in the Province of New Brunswick, Mabou, Port Hood, Margaree, Cheticamp and Liverpool, in the Province of Nova Scotia, Amherst Harbor and House Harbor, in the Magdalen Islands, and several ports and harbors between Cross Point and Cape Chat, both ports inclusive, in the Bay of Chaleurs and the coast of Gaspé, all in the Province of Quebec, and the Port of Chatham in the Province of Ontario; therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—"

This Act provides that these harbors should be improved, and that tolls should be imposed on the shipping entering them, in the same manner as tolls are imposed now in the other sections of the Dominion on canals. And while the grants necessary to enlarge and improve the canals of Ontario and Quebec, and other portions of the Dominion, are charged to the capital account, I hold that since the policy of this Government has been changed, any votes passed by this Parliament for the improvement of the entrance to these harbors should also be charged to capital account. Thus our people would be called upon to pay the interest on the expenditure instead of the principal, as they are required to do now. Taking this view of the case, I find by the annual report of the Department of Public Works, in 1884, improvements were made in the Island of Cape Breton in the following places, which include the whole island: Benacadie, \$10,518; Catalone, \$1,500; Cow Bay, \$137,628; East Bay, \$2,045; Grand Narrows, \$3,000; Ingonish, \$87,556; L'Ardoise, \$10,545; Mabou, \$101,948; Militia Point, \$2,000; Port Hood, \$35,000; West Arichat, \$11,294; Cheticamp, \$10,000; Margaree, \$5,000; aggregating \$409,034 in the four counties of the island, being an average of perhaps \$25,000 a year. In addition to this, \$607,000 have been expended on St. Peter's canal since 1820 up to the present time both by the Local Legislature and by the Dominion Parliament. It will thus be seen that on public works, which, I believe, should be chargeable to capital account, \$1,000,000 have been expended on the Island of Cape Breton. I think the aggregate debt of the whole Dominion is not less than \$200,000,000. Cape Breton comprises about one-fiftieth of the population of the Dominion. We are therefore entitled to an expenditure on capital account in view of our isolated position of not less than \$4,000,000. Yet we find that since 1820 the expenditure on public works only aggregates \$1,000,000. It is, therefore, evident that we have an equitable claim to an expenditure of not less than \$3,000,000 on public works in order to place us on the same footing as other sections of the Dominion. Notwithstanding that, in the Trade and Navigation Returns, the imports and exports and duty paid are not given by counties and by Provinces, yet there is no difficulty whatever in calculating from them the amount of imports and exports and duty collected in every county in the Province of Nova Scotia. There is so little difficulty in doing so that as it is each representative who rises in his place here proudly points out that his county contributes an enormous amount to the revenue, that the imports and exports of his county are very large, and that it is, therefore, entitled to a very large expenditure on capital account. I find that the aggregate exports from the Province of Nova Scotia in 1884 were \$9,599,353, that the imports were \$9,658,104, that the goods entered for home consumption were valued at \$9,183,346, and that our Customs duties were collected to the extent of \$1,907,285. Therefore Cape Breton, containing one-fifth of the population of the Province of Nova Scotia, and with its people occupying as comfortable a position as an equal population in any other part of the Province, must necessarily contribute \$400,000 to the revenue of this Dominion. Now, as I have said, the amount expended on public works in Cape Breton, chargeable to capital account, up to this time, has been \$1,000,000. The amount of interest paid on one million of dollars is only \$50,000; we have then to our credit \$350,000, a large proportion of which I claim should be paid by the Government of the Dominion as interest in the shape of expenditures on