

New York. During several months the Straits of Canso and the Bay of St. Lawrence are closed, however, by ice, and during that time, the coal sent from the collieries of Pictou County would be sent over the WHITEHAVEN railroad, to be shipped at the latter place to its destination in the United States, &c.

A railway from New Glasgow to WHITEHAVEN would easily pay its running expenses from the proceeds of local traffic. The country is already thickly settled. Pictou, New Glasgow, Antigonish, Guysborough, Sherbrooke, and other settlements along the route aggregate a population of not less than 20,000 people. With the development of local industry, which railroad communication always stimulates, still better earnings would follow. At Lochaber, between New Glasgow and WHITEHAVEN, enormous deposits of copper have but recently been discovered, *yielding 40 per cent. of metal, a ratio unsurpassed in all previous copper mining experience.* At WHITEHAVEN itself, gold is found; some of the surface quartz assayed at Boston yielded \$108,00 to the ton. Indications of oil-springs near WHITEHAVEN are unmistakable. Some of this oil is pronounced by Prof. Wyckoff, of New York, to be 50 per cent. stronger than the best Pennsylvania oil in illuminating capacity. This oil would be 1,200 miles nearer to the European markets than Pennsylvania oil. The granite resources of WHITEHAVEN and vicinity are inexhaustible. Large deposits of plaster are within 20 miles of WHITEHAVEN, on Cape Breton Island, and also in the County of Antigonish. A railway, as proposed, between WHITEHAVEN and the present terminus of the Intercolonial, would, as before stated, be a trifle less than 70 miles long. It can be built cheaply. There is very little cutting to be done. The coun-