

the mines connected with it and the enormous tonnage calling there every summer. It will do far more. What these counties require is a ready means of exporting their stall-fed cattle to Newfoundland in winter. In summer they have unrivalled facilities for doing this by vessels, and the trade is large and growing. In winter every accessible harbour is closed, and the Newfoundland markets are shut off from Cape Breton. Now the adoption of the Southern route will give Inverness and Victoria rail accommodation to within 16 miles of Louisburg, where the Newfoundland Government intends to drop its mails whereas the Central route lands them 30 miles from it. The Rev. Moses Harvey of St. Johns, Newfoundland, writing to the Montreal Gazette, says, that there is a rail-road being built to Placentia Bay; that it is intended to connect it with the Canadian Railway at Louisburg by semi-weekly boats; that the passage between both ports is only a matter of hours not days, and that soon Newfoundland will have a new Mail Route to Europe. The Rev. gentleman is a leader of public opinion in his colony and knows whereof he speaks.

The advantages of this arrangement to the Farmers of Cape Breton, whereby they can ship regularly in summer and winter, North and South, can only be realized by those who have seen the sacrifices incurred by their being now compelled to pour all their cattle into Newfoundland in a few months in the summer and fall of the year. The markets become glutted and whole cargoes are often sacrificed. Prime meat sometimes selling for a cent a pound. To overcome this some butchers keep their cattle till very late in the fall, kill them in Sydney, and ship by vessels when frost sets in. But often instead of frost comes thaw, and the meat on arriving in Newfoundland is ordered out into the sea as unfit for food.

Nor will the benefits of steam communication in winter between Louisburg and Newfoundland be confined to Cape Breton alone. The county of Antigonish will also reap a rich harvest. Its cattle trade with Newfoundland is a large one every summer, and the adoption of the Southern route will enhance its value immensely.

The Minister of Justice in opposing the Southern route can not be aware of the loss to which the farmers of his county will be subjected, should his influence be exerted successfully against the nearest and directest road to Louisburg and Newfoundland. Were the Hon. Gentleman as well versed in agriculture and its interests, as he is in law,