

way connection with the outside world, the Government of the day considering this island too remote and too unproductive to warrant the cost of building a road. It was a common saying that a railway in Cape Breton would not pay for its axle-grease.

A few years later, however, the Government decided to extend the Intercolonial Railway to Sydney, and the road was actually built. The first intention was to have the station built off King's road, near the present site of the Oil Tanks. Our seer's friends more than once took occasion to twit him about the railway stopping so far short of where he had seen the train stop. "Never mind," he would answer, "this may not be the railway that is going there, but there will be one some day."

Before the road was completed, an agitation sprang up to have the railway brought into town; a petition for that purpose was circulated, largely signed and forwarded to Ottawa, and after some delays and bargainings the prayer of the petition was granted, the track was extended along the shore of the Creek, and the station built where the seer had seen the train stop.

One man to whom the place had been