

somewhat similar to the position which we have occupied for 47 years relative to Nova Scotia proper, they feel there is a good deal in what we complain of. They feel, Sir, that while they contribute very largely to the revenue of this Dominion they have reason to complain, or think they have, that a fair proportion of the expenditure has not been made in the Province of Nova Scotia proper. This, I presume, has been to some extent the cause of the feeling which is now very prevalent in the Province in regard to Cape Breton. I will not refer to sympathy expressed later than the present Session of Parliament. The leader of the Opposition, on 20th February last, said :

"Another matter which has been left out of the speech was one which had been prominent for a good many years—a railway through the island of Cape Breton. Railway extension in the eastern counties of the Province no longer enjoyed the attention of the Government. It was agreed last year that the Government in giving up Eastern Extension put this House in such a position that they would no longer be able to help the eastern counties. He recollected that his hon. friend, the hon. Premier of that day stated, in language perhaps prophetic, that in transferring the Pictou Branch the Government had merely transferred a trust and that they had transferred it to abler hands. That remark was not satisfactory to many here and it was partially explained away afterwards, but the fact that in his honor's speech this year no mention whatever was made of that eastern railway, proved conclusively that in their action last year the Government had done as much or more than any other Government, who had the subject under consideration to blast all the hopes of the people of Cape Breton who had been looking for years to this Legislature and this Government for what they ought to claim as their own. Probably this matter would be brought up again and there was no need to deal with it longer at this moment."

In answer to this very expressive language of sympathy for the island, the leader of the Government of Nova Scotia said :

"The remarks of the hon. leader of the Opposition were, for the most part, in the highest degree satisfactory, but the reference he made to Cape Breton was hardly fair. If the Government were to ask that hon. gentleman what solution he would propound he (Hon. Mr. F.) was afraid the answer would not be a satisfactory one. The Government might have introduced in their speech a meaningless paragraph on this subject, but he did not think such a course was advisable. Cape Breton had enough of 'paper railways.' He believed that both of the political parties of this country had made honest efforts to settle the question, and if unfortunate circumstances and unlooked for difficulties prevented those efforts from being successful, it should not be said that the Legislature had done so much for the west and nothing whatever for the east. The Legislature of Nova Scotia had never offered subsidies to the west without evincing the same liberality in their treatment of the east. If companies came to grief it was unfortunate, but the fact should be recognised that the Government offered east and west the same conditions, and if Cape Breton had not been as successful in regard to railway extension, he believed that it had not arisen from any want of willingness on the part of either political party to carry out the work."

An hon. MEMBER. Hear, hear.

Mr. CAMERON (Inverness). Any gentleman in this Dominion reading that speech would come to the same conclusion as the hon. gentleman who has just now said "hear, hear," but I can tell my hon. friend who says "hear, hear" that they never gave the same subsidy for Cape Breton as they did for the western part of the Province. I have just read from the mouth of the Provincial Secretary that the Yarmouth Road received \$8,000 per mile, whereas the Inverness Road was promised only \$4,000 per mile. Will the hon. gentleman say "hear, hear" to that. And he will find also that while the Yarmouth Road received \$8,000 per mile, the Louisburg Road was promised only \$5,000 per mile. Is there any reasonable person, then, who will not come to the conclusion that the statement made here, namely, that the Legislature of Nova Scotia had never offered subsidies to the west without evincing the same liberality in their treatment to the east, must be taken with a grain of salt. In point of fact we are still wanting railways. The admission is now made, it would seem, that there is no serious intention to extend railways into the island, because the subsidies given were always such as were insufficient to induce a company to undertake work of that kind; and small as those inducements were, the acts were so drawn that the subsidies lapsed, and there

Mr. CAMERON (Inverness).

is not one dollar to our credit to day in Nova Scotia for railway extension in the island. We had the further assurance from one party in Nova Scotia at least, if not from more than one, that there is no intention of ever voting a dollar in the Local Legislature for railway extension in Cape Breton. Notwithstanding the fact that a very large subsidy was given by this Parliament, in the Pictou Branch case, with the intention of carrying a railway from New Glasgow to Louisburg, by some means which it is difficult to explain, the railway was built to the Strait of Canso only. On this subject the senior member for Guysboro' (Mr. Weeks) said :

"As the ominous omission referred to—the omission of all reference to railway extension eastward and into the island of Cape Breton; with regard to that question, which has been a burning question in this Legislature for a number of years, we must almost heartily deplore the necessity for that omission—if such necessity exists."

Having referred to this matter at length, he said :

"I am not of that class who are disposed to cavil unavailingly over a question of this kind, nor have I any intention of reverting to a bye-gone struggle; but looking back for any instant only I must say that I do not regret my public action, that it must be admitted that the prognostications of those whose fervid imaginations saw in the action of the Dominion Government last Session ground for the belief in the construction, by that body, of the Cape Breton road, have not been fulfilled. Upon whose shoulders the onus of building, or assisting in building, that road, now rests, is not for me to say. If, after looking across to the larger Legislature beyond us, no response is made to the cry that comes up from Cape Breton, if the bright anticipations of last year come to barren nothingness. If Nova Scotia, denuded of her railways, is powerless to assist that island, then, indeed, is Cape Breton placed in a most extraordinary position. Always aiding others, unaided herself, she must remain without the shadow of a hope of seeing a line of railway constructed within her borders."

This, then, is the opinion of the representatives in the Local Legislature in Nova Scotia in reference to the injustice, or, possibly—to put it in milder language—the neglect which Cape Breton, up to this time, has received at the hands of the whole of Canada. It may be said that the Nova Scotia railways, which cost over \$15,000,000 are a benefit to Cape Breton. I admit that they are conveniences just as every railway in Canada is a convenience for obtaining supplies and distributing, at rather an expensive cost, the surplus products of the island; but they are not any more a benefit to our island than to the adjoining island of Prince Edward, which was never called on to contribute a dollar for their construction. They did not lessen the cost of the distribution of the products of our island; on the contrary, the cost of the distribution of those products has been very largely increased on account of the extension of the railway from New Glasgow to the Strait of Canso. Before that extension we enjoyed steam communication to the north-west coast of the island and Port Hawkesbury, and it did not cost much more then to transfer the products of the island from Hawkesbury and other points on the north-west coast of the island to Pictou, than it costs now to transfer similar products across the Strait of Canso alone, and we pay extra for the transfer of the same commodities from the Strait of Canso to New Glasgow, a distance of 80 miles; so that so far as facilities for the distribution of the products of the island are concerned they are rather against us. It affords of course the people of the island great facility at this particular season of the year, to leave the Island of Cape Breton for the purpose of manning American vessels to prosecute the fisheries on our coasts during the summer season. There is a very large number of persons employed in that calling, who in the spring of the year were compelled to go by sailing vessels from the Strait of Canso to the United States, or walk from the Strait of Canso to New Glasgow, a distance of 80 miles, because that class of people could not afford the cost of travelling by stage, which was expensive. But now the railways enable them to leave in the spring, and the tide has already commenced to flow from the eastern part of the Province to the Eastern States. I observe by the press that a large number have already departed, and that more will follow them for the purpose of prosecuting the bank fisheries, and, later on, the