

would not be amiss for him to state that he represented the most eastern constituency in Canada, and if there was any dependance to be placed upon the present state of affairs in Cape Breton, and upon the statements of scientific men in regard to the great mineral wealth of that island, there must be a great future before it. They were a long distance from the capital, and had no railway communication with the rest of the Dominion and their wants and interests had been greatly neglected. When it was taken into consideration that the railways in Nova Scotia were built almost entirely out of its public funds, and that the people of Cape Breton contributed very largely towards their construction, and that during the agitation for these lines they were given to understand that the railway system would be increased as the country developed and be extended to that Island; he contended they had certain rights and equities to which this Government, to a certain extent, had fallen heir. If Nova Scotia had not gone into Confederation the railroads would have been extended further east and gone through Cape Breton, and influence would have been brought to bear to carry out the understanding which existed when the construction of the lines was first commenced in the Province. This matter had been brought before Parliament on one or two occasions, and had been considered of such importance that two Committees had been appointed indirectly in connection with it for the purpose of considering the advisability of constructing a line of railway east from New Glasgow to Louisbourg. This question presented itself before the House and country in two lights—it might be regarded as a matter of local importance, and also as a matter of national importance in as much as they claimed to have within their borders the shortest route to Asia and Europe. He would not then address himself to the former, but to what he deemed the national aspect of the question. By looking at the map it would be seen that the eastern portion of the Dominion goes several hundred miles further into the ocean than the United States. He would refer to two or three sections of the report, presented

May 22, 1874. In that document the Committee, of which he was a member, state:

"1st. That there are but three harbors possessing the qualities necessary to commend them to the attention of your Honorable House, viz., Halifax, Louisburg and Paspébiac.

"2nd. That, from the evidence given before your Committee, it has been shown that Louisburg is a first-class harbor, having the geographical advantage of being the nearest available harbor of this Dominion to Europe.

"It is 230 miles nearer to Europe than Paspébiac, and 196 miles nearer to Europe than Halifax, by the direct route.

"It should also be observed that the approaches to Louisburg are very easy, and that the anchorage is good on the north-east portion of the harbor, which is entirely sheltered from winds, and that the harbor is capable of floating vessels of any size.

"Your Committee believe that the ultimate selection between Louisburg on the one hand and some port on the line of the Intercolonial Railroad, in the vicinity of Shippegan or Paspébiac on the other; but from the evidence given before your Committee, they cannot report favorably upon the harbor of Shippegan.

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"On the other hand, Louisburg has the advantage of having a shoal or rock of small extent, it is true, inside the harbour, called the Egg Rock, which may be removed by excavation at very little cost, and which, in its present state, may be avoided by following the directions issued by the Admiralty.

"Therefore, as between Louisburg and Shippegan, your Committee have no hesitation in strongly recommending the former, for the reasons above stated, and which are fully borne out by the evidence given your Committee.

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"Your Committee recommend that a survey be made between Louisburg and some point on the Intercolonial Railway to ascertain the practicability of building a railway between the most suitable point of said railroad and the harbour of Louisburg; at the same time that a proper survey be made, and report be given upon the best mode to be adopted for crossing the Gut of Canso."

The Committee also reported favourably upon having the terminus at New Glasgow extended to Louisburg, the former being a port closed during three or four months during the winter season. He would also draw the attention of the House to the report of the Committee, of which the hon. Minister of Finance was chairman. In the third section of that report, it is stated:—

"That by selecting some suitable point within the territory of the Dominion, and using vessels specially constructed for the purpose,