

extent of one dollar, any more than similar expenditures in the great North-West or in Vancouver Island, or in any other portion of the Dominion to which our people would be compelled to go to earn their bread by the sweat of their brow. This is a feature of our isolated position which our friends from Nova Scotia itself can never realise. They fancy that if large expenditures are made in Nova Scotia proper, the Island of Cape Breton, as a matter of course, must benefit thereby, but I submit that any expenditures in Nova Scotia proper cannot be of any more benefit to the Island of Cape Breton than to Prince Edward Island, which has never contributed one dollar to public expenditures in the Province of Nova Scotia. This is one feature of our position which I desire to strongly impress on our friends from Nova Scotia, who I believe to be very sympathetically inclined, and which I desire to impress upon the representatives of all the constituencies of this Dominion. Besides giving these large sums to Nova Scotia for the railway system of that Province, in 1874 the Government of the day placed at the disposal of the Local Legislature of Nova Scotia, in round numbers, two millions of dollars in cash, which were placed to the credit of the Province in the Dominion Treasury. At that time I remonstrated strongly against placing either the railway or the money at the disposal of the Local Legislature, because I felt then, as I feel now, that doing so would not benefit the Island of Cape Breton to any extent; and I am sorry to say that my fears and anticipations have been realised. Notwithstanding that all these subsidies have been expended in the extension of railways east and west of Nova Scotia, not one dollar of it has ever found its way into the Island of Cape Breton, unless our people earned the money, as I said before, by the sweat of their brow. However, while this money was appropriated for railways east and west, the Local Legislature apportioned a very fair proportion of the amount for the Island of Cape Breton, and, under the pretense, I am sorry to say, as it appears now, at least under the promise that the money would be expended on the island, they secured the expenditure of all in Nova Scotia proper, and now the Local Legislature turns round and tells us that, after having expended all the subsidies placed at their disposal by the Dominion Parliament in Nova Scotia proper, they shall decline to vote a dollar out of the local revenue for the island. I want to call the attention of this House to the fact that, if this Parliament had not placed \$2,000,000 cash, to say nothing of the railways in Nova Scotia proper, at the disposal of the Local Government, the Legislature of Nova Scotia would annually receive 5 per cent. interest upon the money. This would place \$100,000 at the disposal of the Local Legislature for local purposes; and the portion of that which Cape Breton would receive at the hands of the Local Government, if applied for local works, would certainly not be less than one-fifth, or \$20,000. The expenditure of that money, therefore, in Nova Scotia proper, has deprived the Island of Cape Breton, forever, of the revenue for local purposes on the island of not less than \$20,000 a year. I hold that the money expended on railways in Nova Scotia proper, on account of the \$2,000,000 then placed at the disposal of the Local Legislature, did no more to advance the interests of the Island of Cape Breton than it did to advance the interests of Prince Edward Island, which did not contribute one dollar to the expenditure of these railways. In order to show the apportionment of the money, I desire to call your attention to the language used by the Provincial Secretary in introducing the Bill into the Local Legislature in 1875:

"He explained that the Bill proposed to give \$4,000 per mile to the Nictaux and Atlantic Railway, and a like sum to the Broad Cove Road, and also to add \$2,000 per mile to the subsidy already granted to the Western Counties Railway. As it appeared that the work was in some places difficult to carry on, and the company required increased aid. In considering the question whether the Province was warranted in granting the sums mentioned in the Bill, he stated the subvention already granted to the Yarmouth Road was at \$6,000 for 90 miles, equal to \$540,000; that of the Spring Hill and Parrsboro' Road at \$5,000 a mile

for 28 miles, equal to \$140,000; the New Glasgow and Canso Road \$5,000 a mile for 80 miles, equal to \$100,000; and the Canso and Louisbourg Road \$5,000 a mile for 80 miles, equal to \$400,000, making in all \$1,480,000 for 278 miles of road already provided for. The present Bill proposed to subsidise the Nictaux and Atlantic Road, 70 miles, with \$4,000 a mile, equal to \$280,000; the Broad Cove Road, say 50 miles, with \$4,000 a mile, equal to \$200,000, and the Yarmouth Road of 90 miles, with additional subsidy of \$2,000 a mile, equal to \$180,000. These sums added to the sums already provided for as subventions, gave a total of \$2,140,000."

Now, Sir, the first Session of this Parliament I suggested that a subsidy be granted for a line from the Strait of Canso to Broad Cove, and I also suggested that a subsidy should be granted for a line from the Strait of Canso to Louisbourg. I was approached by more than one hon. gentleman in this House—and I am not sure, but some of them were from Nova Scotia—who assured me that owing to the fact that I asked for a subsidy for the two roads on the Island of Cape Breton, it was a hopeless case to obtain a dollar for any of them.

Mr. PATERSON (Brant). Where is Broad Cove?

Mr. CAMERON. Broad Cove is in the County of Inverness, Cape Breton, one of the finest counties in the whole Dominion of Canada. Now, Sir, as I have already stated, the expenditure of the whole of this money in Nova Scotia proper, has entailed a tax on our people—an indirect tax, it is true—because it has deprived our people of \$20,000 a year for local purposes. The whole amount of the money has been expended in Nova Scotia proper, and we are now asked by the Local Legislature to look to the Dominion alone for aid for railways on the Island of Cape Breton. However, Sir, since that time, although it is not very long ago, I am happy to say, that the whole policy of the people of Nova Scotia has somewhat changed in the direction of favoring Cape Breton. Now, there is a great deal of sympathy expressed for the island. Sympathy has been lately expressed, as I have already said, from the City of Halifax, where we least expected it. I have no doubt that every representative in the Local Legislature or in the Dominion Parliament who understands the position of Cape Breton, will feel that the people of the fine County of Halifax realise the fact that Cape Breton, up to this time, has not received the assistance which she deserved at the hands of the Local Legislature, at least. I have no hesitation in saying that we have the sympathy of Nova Scotia, and I believe to so large an extent that the representatives of Nova Scotia realise that something more must be done in the interests of the island hereafter than has yet been done—at least that fair consideration should be given in the construction of railways and other improvements which are necessary for that section of the country, for the carrying on of the various industries of the island, and for the distribution of our surplus products to the markets of the world. I find that we have sympathy in the Local Legislature, and I have no hesitation in making the assertion that if we had any sympathy from any part of the Province expressed publicly in the past; it was from the west. I say this with some regret, because I am a native of the eastern part of the Province. But the sympathy which exists now in the Province is of such a character that it cannot be ignored by the representatives of the people in Parliament. In 1883 that sympathy was very strongly expressed in the Local Legislature by representatives from all sections of the Province of Nova Scotia. It was expressed by the representatives from Halifax, and from all the counties in that neighborhood. It was so universal indeed that it was not considered safe for any person to appeal to the people of Nova Scotia unless he was in favor of doing justice to Cape Breton. I know that in former days when the subject of justice to Cape Breton was before the Local Legislature of Nova Scotia it was generally turned into a burlesque; but lately, owing to the fact that Nova Scotia occupies a position with regard to the great Dominion of Canada