

without. Its railway to Louisburg was more of a strain upon it than it could carry, and now lies an unused monument of the ill-advised, unpatriotic, blind policy of those to whom the name of Louisburg has always been as a red flag to an untamed bull. Let us hope that sectional animosities of this kind are forever at an end, that a new leaf has been turned in the Political history of Cape Breton, that the Local and Dominion Governments will henceforth vie in doing her justice. As for Nova Scotia it were the blindest of policies for her to do anything to trample upon the industries of Cape Breton, seeing, that now her treasury is largely filled by the royalty on Cape Breton Coal. She should be the first to assist us in getting a feasible line to our Coal fields; not the last, for she can't well afford it.

FISHERY INTERESTS.

But there is another industry of vast importance to Cape Breton which the Central route fails to benefit. This industry was a mine of wealth to the French before the fall of Louisburg. The valuation of the yearly export of fish then was \$7,000,000. The same fishing grounds are there still, and are being utilized by their descendants. The County of Richmond is half French, and last year its catch of Fish amounted to \$400,000. Adding to this the catch of the Atlantic seaboard of the County of Cape Breton, we have a total of about \$700,000. Now this is capable of indefinite increase, and the traffic resulting from it is enormous. A fish producing district is a food consuming one and largely revenue raising, and it were the best of political economy to study its interests. Now it sometimes happens in the fall of the year that fish is low, and as on the southern shore of Cape Breton, between St. Peter's and Louisburg, there are no harbours fit for anything larger than boats, the fishermen must ship before navigation closes, and sell at a sacrifice or pay heavily for storage. Were a Railway within reach they could keep their fish waiting the advance of prices, and then ship by Rail in winter. The Central route is beyond the reach of our fishing population and their loss in consequence will be enormous. It is quite within the province of right for Richmonds 7,000 Frenchmen to appeal to Quebec's 2,000,000 to stop the iniquity of a route, which will not be of the slightest benefit to the most important industry of Cape Breton, an industry which has descended to them from the palmiest days of Louisburg.