

general pursuits of the population, as last above indicated, it is necessarily, a liberal contributor to the revenue, and in addition to this is the additional fact, that of the general supplies purchased for consumption, a large portion is drawn from Montreal where the duties are collected, which are eventually paid by the consumer, it is therefore fair to assume that fully one-third of the amount of Dominion revenues paid from the whole Province of Nova Scotia is paid by the population of Cape Breton Island or a sum equal to \$595,297.

4th. In addition to the payment of revenue to the Dominion, Cape Breton contributes to the Provincial revenue, as subsidy from the Dominion, eighty cents per capita, equal, in amount, to \$67,603 in addition to \$53,000 per annum paid as royalty on the coal productions of the Island, a direct contribution of \$120,603 per annum to the Provincial Revenue.

5th. The commercial importance of Cape Breton is indicated by (a) The amount of shipping tonnage arriving at and departing from her ports, which in the fiscal year named, as shown by the Trade and Navigation Returns, aggregated 620,000 tons. (b) By her coal productions which, for the year 1882, amounted to \$641,151 tons. For the year 1882 the coal mines of Cape Breton employed directly 2,000 men, making an aggregate of 450,565 working days. (c) By her extensive coast and inland fisheries, and (d) by the fact of her unrivalled harbors being the nearest seaports of the Dominion to Europe.

6th. That this commercial development has been attained by Cape Breton not by the construction of expensive public works nor by the aid of railways, but solely through her superior resources in valuable fisheries, inexhaustible and valuable coal mines, and the commanding position of Her unsurpassed harbors, making them ports of call for shipping engaged in North American and European trans-atlantic trade, and by the circumstance of numerous coal mines lying in close contiguity to the seaports.

7th. That Cape Breton, as an integral part of Nova Scotia, and subsequently of the Dominion, has, by the means enumerated, been a contributor to the building of Provincial railways in Nova Scotia, including the Intercolonial, since such railways were first inaugurated.

8th. That for the last past fifteen years Cape Breton has been asking for railway connection between her eastern sea board and the railway system of the Dominion, these ports being a natural eastern terminus for the Intercolonial, but thus far, not a mile of public railway has yet been constructed, or a cash subsidy offered for such within Cape Breton Island.

9th. That notwithstanding the respectable volume of commerce attained, Cape Breton possesses valuable deposits of iron, copper, manganese, salt and gypsum, which, together with some valuable coal seams, cannot be developed without the aid of railways. Also, notwithstanding the very cheap rate at which steam power can there be furnished, and with numerous excellent water-powers scattered over the whole interior, Cape Breton has not a single manufactory of any importance, because of the absence of railway facilities to connect with the railway system of the mainland.

10th. That the known valuable deposits of iron, copper and manganese must remain undeveloped under existing circumstances, and until railway facilities will enable the owners to handle and transport them with profit, and the like remark applies with equal force to the manufactories.

11th. That the principle of aiding by subsidies the development of Provincial railways, has been practically recognized by the Dominion Government and Parliament in many instances, including the transfer of the Truro and Pictou Branch of the Intercolonial as a Dominion subsidy to the construction of a line from New Glasgow to Straits of Canso, together with the cash subsidies of last year to the Oxford and New Glasgow line, and similar subsidies in aid of railway lines in Ontario and Quebec, especially where these are direct feeders to Government railways, as would be the relation of a railway through Cape Breton to the Intercolonial.

For the foregoing important reasons, and strengthened by precedent, your Petitioners humbly crave that your Government may be pleased to grant the following subsidies in aid of railway development within the Island of Cape Breton :—