

Governor and Council of Cape Breton, and under which that colony since its separation, has been hitherto administered."

This was, unquestionably, the greatest calamity that ever happened to the Island of Cape Breton. During the thirty-five years in which the island was governed by a Governor in Council, the progress of the island equalled, if it did not surpass, the progress of any other British contemporary colonies on this side of the Atlantic. Since that time, having regard to the discontent which prevailed on the island, principally owing to the fact that the island had only a representation of two in a House of forty, the interests of the island were, to a very great extent, neglected by the Legislature of Nova Scotia. During twenty-four years the people of the island remonstrated, in every constitutional manner, with the view of securing separation from Nova Scotia, and I find that a special session of the Local Legislature was called for in 1844 to determine whether the island would be set at liberty or not. I find that the Legislature of Nova Scotia was convened on the 20th July, 1844, and that the Governor of the day delivered his Speech from the Throne as follows:

"Mr. President and Honorable Gentlemen of the Legislative Council:

"Mr. Speaker and Gentlemen of the House of Assembly:

"I have called you together, in obedience to the instructions of Her Majesty's principal Secretary of State for the Colonies, in order to give you an opportunity to determine whether you will appoint an agent to represent the Legislature of Nova Scotia at the bar of the Privy Council, in the case now pending before the Judicial Committee, regarding the legality of the annexation of the Island of Cape Breton to this Province, in 1820. I will cause the despatches I have received, having relation to this subject, to be immediately submitted to you. I regret very much that it should have become necessary to convene you at a season of the year at which it must be inconvenient for many of you to leave your homes; but it is satisfactory for me to know that the business on which you are summoned to deliberate is of such a nature as leads me to hope that it may be readily despatched, and that its early completion will enable me at once to release you from further attendance."

This was the Speech from the Throne, and I find that the resolution, the only business of importance which was submitted to the Local Legislature, reads as follows:

"Resolved, that an humble address be presented to His Excellency the Lieutenant-Governor, to inform His Excellency that the House of Assembly having taken into its deliberate consideration the despatches and documents submitted by His Excellency to the House, relative to the question now pending before the Judicial Committee of the Privy Council, have determined that, having full confidence in the learning, knowledge and ability of the Attorney and Solicitor-General of England, and the wisdom and integrity of the eminent tribunal before whom they are to vindicate the legality of the annexation of Cape Breton to this Province, it is unnecessary to employ an agent to represent Nova Scotia before the said tribunal; and further stating that the re-annexation of the Island of Cape Breton to this Province, by the Proclamation of 1820, and the Act of Assembly passed in pursuance thereof, was a measure very advantageous to the great body of the inhabitants of that island, and that it has largely benefitted by the care and protection of the Government and impartial administration of justice; and praying that His Excellency will be pleased to appoint a commission of five persons, to collect from the public archives of this Province such records, documents and information as may have a tendency to aid the said tribunal in coming to a decision upon the said question, and that His Excellency will be pleased to transmit the same to the right honorable the Secretary of State for the Colonies."

During the period from 1820 to 1844, owing to the discontent that prevailed in the Island of Cape Breton, the Legislature of Nova Scotia wisely increased the representation of the island; but even at this time the representation of the island was only 6 out of about 50. What is very significant is the fact, that out of the 6 gentlemen who represented the Island of Cape Breton in 1844, not one of them voted for this resolution passed by the Local Legislature of Nova Scotia. This proves the fact that, in 1844, a very grave discontent prevailed in the Island of Cape Breton in regard to the treatment it received at the hands of the Province of Nova Scotia. Since that time the people of Cape Breton have had the privilege of grumbling, which is accorded to every British subject, but, notwithstanding all their grumbling, they are

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yet of opinion that very little attention was paid to the interests of the island from 1814 to 1867, although we had some hope that, in the near future, after that period, some attention would be paid to the interests of the island owing to the very large expenditures made in Nova Scotia proper from 1851 until 1867. In 1851 the railway policy was inaugurated in the Province of Nova Scotia, and no railway scheme could ever have been passed in the Local Legislature without the assistance of the representatives from the Island of Cape Breton; and I am happy to say that the intelligent representatives of the island at that time always favored the building of railways and public works in all sections of the Province of Nova Scotia, as they are willing to do now in all sections of the Dominion where it would appear that public works are necessary for the development of the country. In 1867, then, owing to the policy pursued from 1851 until that time, no less than seven million dollars were expended by the Local Legislature of Nova Scotia on railways, but, whenever any railway policy was advanced by the Local Legislature, the leaders of the Government of the day always promised that, as soon as the railways were extended east and west in Nova Scotia proper, then and not till then would steps be taken to build railways on the Island of Cape Breton. We were left to live in hope, but, unfortunately, hope has been long deferred, and up to this time neither at the expense of the Local Legislature of Nova Scotia nor at the expense of the Dominion Parliament have we one foot of railway on the Island of Cape Breton. However, in 1867 and for two years previous to that date, owing to the very peculiar position which the people of Cape Breton occupied relative to the Province of Nova Scotia, the feeling in reference to Confederation was most intense. They feared, and I was one of those who feared, that the interests of the Island of Cape Breton would be neglected to even a larger degree when we were connected with the great Dominion of Canada than they were while we were connected with the Province of Nova Scotia. The opposition was so intense on that island that not one representative was returned from any of its constituencies in favor of Confederation. Since that time, many changes have taken place in all sections of the Dominion, but on the island, with the exception of the fishing and mining sections, very little change has taken place, and I regret exceedingly to admit that, in many sections of the island, a very large exodus takes place. It takes place not owing to the National Policy, because from all the statistics I have in my possession the exodus took place while the Government adopted a revenue tariff. We have no statistics to show what the increased population may be under the National Policy, but I anticipate that there will be a very material proportion of increase in the fishing and coal-mining sections of the Island of Cape Breton owing to the adoption of that policy. In 1874 this Parliament adopted a new policy in reference to the Province of Nova Scotia. Before 1867, railways were built east and west in Nova Scotia, but this Government adopted the policy in 1873 and 1874, of giving the Windsor Branch in the Province of Nova Scotia as aid to railways in the western part of the Province, and the Pictou Branch as aid to railways in the eastern part of the Province. The Windsor Branch cost $1\frac{1}{2}$ million dollars, and the Pictou Branch over $2\frac{1}{4}$ million dollars. The aggregate amount which these railways cost was not less than \$3,500,000, so that this Parliament adopted the policy of giving that amount as a bonus for the extension of railways in Nova Scotia proper. Of course, that policy gave very general satisfaction, general satisfaction throughout the Province of Nova Scotia particularly, but I was one of those who felt at that time and now feel that, notwithstanding this and other concessions made to Nova Scotia proper, it did not benefit the Island of Cape Breton, directly or indirectly, to the