

mile. With the Intercolonial extended to Sydney, Cape Breton, could send and sell its coal 120 miles west of Montreal for the same figures that are now charged in Montreal for Spring Hill coals. It could do so because of the extraordinary cheapness with which Cape Breton coals can be raised to the surface. It can start from Sydney with one dollar and ten cents in its favour, and arrive at Spring Hill (263 miles) with 40 cents still to the good.

But these advantages are counter-balanced by the Strait of Canso. It cannot be bridged, and a ferry over it will add considerably to the cost of transit, still our Coal owners say they can contend with it, but they as positively assert that another ferry is more than they can overcome. Yet the government engineers have gone in search of one at the Grand Narrows. To do so they have had to abandon the direct, shortest, and easiest line to the centre of the Cape Breton Coal Basin. They have deflected the line northwards and run it eastward between the extremities of Cape Breton, in the centre of the Bras d'Or Lake, they have run it for 50 miles along two narrow Peninsulas, averaging 5 miles in breadth, they have run it along the northern border of a mountain range 25 miles long and 800 feet high shutting off all communications with Cape Breton County south of it. They then turn backwards and southwards by a devious course to Sydney, lengthening the distance between it and the Strait of Canso 15 miles.

Surely an invested capital of 10 millions of dollars demands better encouragement,—demands the best and kindest consideration of the Dominion and Provincial Governments. It has not yet received it. 60 miles of Railway have been built in Cape Breton by private enterprise, but not one cent of assistance would the Government of Nova Scotia give towards it. One Company built 30 miles of a road between Louisburg and Sydney. Its large expenditures and depression in the Coal trade brought it into difficulties. Still it persevered making the best of the situation. Tenders being called for to run Her Majesty's Mails between Sydney and Louisburg the Company applied. As it ran trains between both places every one hoped to see it in possession of the Contract. But not so have capitalists been encouraged in Cape Breton. The Contract was awarded to the Old Stage Coach, because its tender was One dollar less than that of the Company. It may be as well to add that the Company soon yielded to the strain from within and the policy of non-assistance and opposition from