

the natural extension of that road to the winter seaports of the Maritime Provinces, as it also will be of the Intercolonial.

11th. Your Petitioner believes that the completion of its system through Cape Breton will have a greater tendency to draw the Colony of Newfoundland into the Dominion than any other argument that can be used.

12th. Your Petitioner desires most respectfully to call your attention to the difference between the subsidies granted to the Canadian Pacific, and, in fact, to all other railways built in the Dominion, and to the subsidy under which this Company is building and asking for.

13th. Your Petitioner, therefore, prays that you will grant it a cash subsidy to aid in the completion of its lines, proportionate to their relative cost of construction, as follows:—For construction and completion of those portions of its air line between Montreal and Louisburg, not to exceed 295 miles, the sum of \$1,200,000, distributed as follows:—

(1.) In the Province of Quebec, between Marieville and Lennoxville, about fifty-five miles, the sum of \$3,200 per mile, a total of \$176,000.

(2.) In the Province of New Brunswick, between Fredericton and Bay Verte, about 120 miles, the sum of \$3,200 per mile, a total of \$384,000.

(3.) In the Province of Nova Scotia, between Bay Verte and Pugwash, about forty miles, the sum of \$3,200 per mile, a total of \$128,000.

(4.) In the Island of Cape Breton, between the Straits of Canso and Sydney, or Louisburg, about eighty miles, the sum of \$6,400 per mile (as the cost of construction will there be more than double the other portions specified), a total of \$512,000.

14th. Your Petitioner further prays that you will grant it an adequate postal subsidy for the carriage of mails after the completion of its line to Houlton.

15th. Your Petitioner further prays that you will grant it free running powers over the Intercolonial Railway between Salisbury and Painsec Junction, at which points it intersects and joins that railway.

16th. Your Petitioner further prays that you will grant it a cash subsidy for the construction of a line from a point, either at the Straits of Canso or on its line to Louisburg, in the direction of Whycomagh and Cape North, not to exceed thirty miles, a sum of \$6,400 per mile, a total of \$182,000.

And your Petitioner, as in duty bound, will ever pray, &c.

CHARLES L. SNOW,

Chief Eng. and Gen. Man. G.A. & E.S.L. R.R. Co.

OTTAWA, CANADA, April 16th, 1883.

PETITION of Members of the House of Commons of Canada from Cape Breton, Nova Scotia and New Brunswick, to His Excellency the Governor General, asking that subsidies in aid of Railway development in the Island of Cape Breton be granted.

To His Excellency the Governor General in Council:—

The Petition of the undersigned members of the House of Commons of Canada from Cape Breton, Nova Scotia and New Brunswick,—HUMBLY SHOWETH:—

1st. That the Island of Cape Breton, containing four counties, an area of square miles, with a population of 84,504, or twenty per cent. of the entire population of the whole Province of Nova Scotia, since it ceased to be a Crown colony by annexation to Nova Scotia in 1820, it has been contributing largely to the shipping trade and public revenues of Nova Scotia, and since Confederation to the general trade and Exchequer of the Dominion.

2nd. That the aforesaid population of Cape Breton Island for much the greater part, are employed in fishing, seafaring and mining, and being thus importers of all they consume are necessarily liberal contributors to the Customs and other revenues of the country.

3rd. For the fiscal year ended 30th June, 1882, it is seen that the total amount of Customs and other duties collected in the said Province was \$1,788,891. From the