

No one more readily than myself consented to the enormous burdens the Dominion was compelled to assume in connection with the admission of Manitoba and British Columbia into the Confederation. The representatives of the Province of Nova Scotia in both branches of Parliament took the most unselfish and liberal view of the duty of the country in regard to these young Provinces, and the construction of the Pacific Railway. I was even taunted by an honorable gentleman then a distinguished member of this House with my "enthusiasm" on those questions. (Hear, hear.) But I consider I would be recreant to the duty I owe to my own section of the Province of Nova Scotia, if I longer refrained from entering my protest against the unjust policy of the Government in regard to public improvements in Cape Breton and Eastern Nova Scotia. So far as Nova Scotia is concerned, the Baie Verte Canal will only benefit a few favored counties—the lucky County of Cumberland in particular—in which so much public money has already been expended on various railways and other public works. There is not a word in the Speech of His Excellency about Eastern Railway extension, or the enlargement and continuation of St. Peter's Canal. We have been so long used to injustice, we have so long blindly followed men and parties who evince the utmost contempt for our wants and interests, that we have come to be treated with systematic injustice almost as a matter of prescription. Our people now look to their representatives in Parliament for some assertion of their undoubted rights. Why should the eastern terminus of the Inter-oceanic Railway stop at Picton in the Gulf of St. Lawrence, closed during half the year with ice? The true and just policy in relation to Inter-oceanic R. R. connection would carry the eastern terminus to the splendid harbor of Louisbourg on the Atlantic coast of Cape Breton. We are entitled to this act of justice on considerations of no sectional description. But even on sectional considerations the old Province of Cape Breton has claims on the justice of this Parliament. The Province of Nova Scotia entered the Union with a debt of over nine millions of dollars, which almost altogether was contracted in constructing public works east of Picton. With the exception of the comparatively small sum expended on St. Peter's Canal that Island has received very little benefit from this large outlay. Yet we have been compelled to assume our share of the burden of that heavy debt. We have since Confederation also assumed our share of the expenditure for

the construction of the Intercolonial Railway. That section of the Dominion which has been already so greatly favoured by all this vast outlay of public money, is now promised an additional expenditure of several millions of dollars on what many consider a visionary undertaking. I can only attribute this injustice to some undue influence in some quarter. In arguing the claims of Cape Breton, I am amenable to no charge of sectionalism, especially from those portions of the country that have used us almost as beasts of burden for half a century. It is not from the favored sections that such a charge should come, and it will come from nowhere else. In conversation a few days ago with an hon. member of this House representing the young colony of Manitoba, he complained as a great hardship, that he was obliged to travel over two hundred miles in coming to Ottawa before reaching a railroad. My hon. friend from Sydney, the old capital of Cape Breton (Hon. Mr. Bourinot) whose county possesses a population double that of the whole colony of Manitoba—perhaps the most valuable county in the Dominion, exporting two-thirds of the whole coal export of Nova Scotia had to travel over two hundred miles before making railway connexion in coming here to attend to his parliamentary duties. (Hear, hear.) I myself am nearly as badly off. But we have just contracted an obligation of thirty millions of dollars, simply to give Manitoba and British Columbia railway communication with the rest of this Dominion, and the whole continent. I do not complain of this; on the contrary, I rejoice at the wisdom and liberality Parliament displayed in respect to that great national undertaking, the Pacific Railway. But let us at the same time look nearer home, and not exhibit too much of the policy of a Foreign Missionary Society. Surely the old Province of Cape Breton is as much entitled to railway connexion with the Dominion as any other member of the Confederation. We make no unreasonable demand, but a demand founded on simple justice, and an honest compliance with our national railway policy. (Hear, hear.) Apart from the subjects of the railway and canals the Address contains very little of importance, except what is too vague and general to indicate the policy of the Government. It appears to me to be more remarkable for its studied omission of many subjects of interest to the country. It contains not a word about the present position of the works on the Intercolonial railway, which, we were once told by a leading member of the administration, for