

cheile gu deonach air taobh an Ridire. Tha Liberals Halifax a fàchan ri duinne chuir na aghaidh, ach cha'n eil gin-mhaith sam bith aca-san do mhuinntir Cheap Bhretuinn.

*Ceist*—Bho'n tha chuis mar sin, ma ta, ma ni iad duinne chuir na aghaidh, cha'n ann le dochas sam bith gum buidhnich iad, ach gus an Ridire chuir gu cosgais.

*Freagairt*—Direach sin. Cha'n eil dochas sam bith aca buidhnachadh.

*Ceist*—Am beil sibh fhein a dol don eilean aig an am-sa?

*Freagairt*—Gun teageamh sam bith. Cha bhiodh e ri radh gun dèachaidh an Ridire gum shiorramachd-sa na onar, agus doigh agam-sa air a bhi comhla ris, agus cead agam lamh-chuideachaidh a thoirt dha. Tha mi fhin am bareil, agus tha mo chairdean am bareil, nach b'urrainn urram nis mo a bhi air a chuir air Cheap Bhretuinn na gum biodh am fear-comhairlich is mo th'ann an Canada na fhear-tagraidh aice anns an Ard-Pharlamaid. Duinne sam bith chuireas na agaidh—an agaidh Sir Charles Tupper—aig an am-sa, bidh e mar an tarbh a chaidh an car an carbad-iaruinn—cha bhi e cho glic 'sa tha e cho bras.

## Cape Breton.

The political crisis that has for the last three weeks been centred in Ottawa, will, for the next fortnight or so, be centred in the very eastern-most point of the Dominion. To many uninitiated minds, Cape Breton is little more than a bleak, barren, out-of-the-way spot, whose chief recommendation is that it forms a natural breakwater to the Gulf of St. Lawrence. But this is not so. Its immense natural resources, long undeveloped, have of late years afforded employment to thousands of hands; and their undoubted future capacities have justified an outlay of public money such as has been expended, perhaps, on no other place of like extent in the Dominion, as the following figures will show:

1. Expended on Harbour and Railway improvements since Confederation, July 1st, 1867, we find the following significant amounts: Benacadie Pond—Wharf and pile works, \$12,018.86; Big Pond—Wharf and cutting channel, \$4,938.33; Big Lorraine—Harbour improvements, \$500.00; Boularderie—Monday point wharf, \$2,965.56; Catalogne Gut—Cutting channel \$1,500.00; Christmas Island—Dredging, \$2,322.00; Cowbay—Breakwater, etc., \$192,258.10; East Bay, (Head)—Wharf, \$3,452.80; East Bay, (N. side)—\$1,999.87; Gabarus—Channel improvements, \$5,000.00; Glace

Bay—Dredging harbour, \$14,396.36; Grand Narrows—Wharf, \$4,792.57; Indian Islands—Opening channel, \$3,196.45; Irish Cove—Wharf, \$3,193.65; Kennington Cove—Removing boulders, \$800.00; Lingan—Breakwater, etc., \$13,253.70; Main-a-Dieu—do, \$14,549.56; North Sydney—do, \$6,999.52; Port Caledonia—Dredging, \$7,268.82; Sydney—do, \$17,781.54; Sydney—Quarantine wharf, \$1,200.02; making a total under this heading of \$314,387.71.

Again, under the heading of Construction, repair and maintenance of public buildings for the same period, we come across the following: North Sydney post office, (1886), \$34,666.02; Sydney post office, (1889), \$29,053.41; Sydney Marine Hospital, (1882), \$11,847.81; Sydney quarantine station, (1884), \$8,621.53; making another total of \$84,188.77.

Add to the foregoing the expenditure on railways from 1887 until 1895, viz:—50 miles of the Intercolonial railway at a cost of \$34,000.00 a mile—\$1,700,000.00; Grand Narrows Bridge—\$520,000.00; Railway subsidy from Bridgeport to Louisburgh, 32 miles at \$3,200.00 a mile—\$102,400.00; making a total under this heading of \$2,322,400.00, and a grand total, expended in the County of Cape Breton during the last 28 or 29 years of \$2,720,976.48.

Besides the foregoing sums, we find that before Confederation, the government of Nova Scotia expended \$10,000.00 on Cowbay Breakwater, and that the Commissioners of the Port of North Sydney made an additional expenditure of \$2,000.00 on their harbour.

The gradual development of the immense mineral wealth of this county shows that these enormous sums have been well spent, and yet it has only been tapped. Its promises for the future are great, with a population, two-thirds of Scottish extraction; with its enterprising public men; its facilities for ocean transport, and its natural wealth, the next quarter of a century ought to make it one of the first, if not the first centre of importance in the Dominion. In proof of this, we give the subjoined tables, showing the growth of trade at the ports of Sydney and North Sydney, since Confederation; the out-put of the Cape Breton coal-pits, and the total quantity of coal raised in the Province of Nova Scotia during the same period.