

There was the Block House, which exported 101,960. Those who have visited this mine must have been struck with the large amount of enterprize exhibited at that locality; you would see fine ranges of buildings, a noble wharf, a fine residence where the Superintendent lived, and, in fact, all the evidences of energy in the working of the mines. Again, there was the "Gowrie" adjoining the former, the property of a gentleman in the other end of the building; that mine was also worked with energy and economy. Again there was the little Glace Bay Mine, now chiefly in the hands of Nova Scotians, though originally established by American capital. There a harbor had been made by the expenditure of a vast amount of money, and vessels of all sizes had most admirable facilities for shipping coal. That mine exported last year the large amount of 56,000 tons of coal. There was also the International Coal Company. Within his own knowledge this Company, although hitherto they had exported little coal, were taking measures for the purpose of constructing a railway and obtaining those facilities of shipment that they now wanted.

Again there was the New Caledonia, belonging chiefly to Boston capitalists, carried on by Mr. Poole, a gentleman of scientific attainments, well known to many here, and admirably were his mining abilities evinced in the works of that mine. They were taking steps to ship any quantity of coal; they had signed a contract for making a harbor in the vicinity, for which they will have to pay \$100,000 in gold. He regretted that the Inspector of Mines had arrived so late as to prevent him inspecting the mines thoroughly, and giving the House a full report on the subject. Indeed, he would have wished some information from that officer had been given only in part. The usefulness of such an officer could not be over-estimated; for it was his duty to see that the mines were worked on safe principles. In addition to the mines he had enumerated there were others owned by enterprising and responsible parties, who were taking measures for the shipment of coal. Everybody knew that it required time, and the expenditure of a large sum of money to get mines into operation. It was also contemplated in connection with the mines he had mentioned, to extend a railway—and that was only a question of time—to Louisbourg, the ancient Dunkirk of America. Those who were acquainted with the history of this country were aware of the past importance of that place, the rendezvous of the ships

that traded with the possessions of France on this continent. It was one of the finest ports in America, being accessible at all seasons. There, in olden times, gathered ships from Louisiana, the West Indies, and Canada; but now it was only a desert. The time, however, was not far distant when this port would regain its former position, and become one of the greatest commercial cities of British North America. Nor could he refrain from referring to the remarks of that eminent Admiral, the Earl of Dundonald, respecting the port of Sydney. He had been in the habit of visiting that port, time and again, and he had told him (Mr. B.): "I have visited all the harbors in North America, but a nobler one I never saw; it is large enough to hold all the fleets in the world; and I would like to spend a month there every summer." He was proud to be able to give the eulogy of a man who had won such fame under the name of Cochrane.

There was another matter in connection with this subject that he thought it proper to mention. Whilst in Canada, last autumn, he had been introduced to the President of the Gas Company at Montreal. In the presence of a large number of merchants and other gentlemen, he had asked that gentleman: What will you take from us in the event of Confederation? You will not take our coal, though they take it in New York. The gentleman in question replied, "you have no gas coal it produces no coke." Fortunately he (Mr. B.) had in his possession at the time, a pamphlet containing an analysis of the coal of Cape Breton, which he was able to hand to the President of the Montreal Gas Company. The same gentleman had also expressed surprise when he was informed that there was coal in Cape Breton. Facts like these showed the amount of ignorance that prevailed abroad respecting the nature of our resources, and he trusted every means would be afforded of circulating information on our capabilities. Many thousands of tons of coal would gradually find their way into Canada, and when the Union would be consummated Cape Breton would soon become, from its geographical position—forming as it were the key of the Gulf of St. Lawrence the great highway to Canada. Her great mineral and other resources must make Cape Breton an important commercial country. It was far better to form part of the great Confederation than remain as she was now, an insignificant appendage of Nova Scotia. In conclusion, he apologized for detaining the house so long, and expressed his hope that the bill reported by the committee would be accepted, for he was persuaded that its effect would be to bring capital into the country, and develop our resources.

Hon. Mr. SHANNON said that the great object of all legislation on the present question