

Island Exhibition, held at Mabou in October last, was admitted to be deficient in quantity, in the way of agricultural produce, as compared with former years. But the samples, especially of the different kinds of grain and root crops, showed the soil was capable of raising the best. The show of cattle and horses was very good. As regards minerals, other than coal, I cannot do better than give a list from Mr. Gilpin's paper read before the Nova Scotian Institute of Natural Science January 14th, 1889.

GYPSUM, chiefly in Victoria.

SALT, associated with Gypsum.

MINERAL SPRINGS, between Baddeck and Whycocomagh.

IRON ORE, in the Coal measures.

LIMESTONE, everywhere.

SILVER AND LEAD, South-west Margaree, Middle River and Port Hood.

COPPER, Whycocomagh, Cheticamp.

BUILDING STONE, Margaree, Broad Cove, Cheticamp, Mabou, Whycocomagh.

OIL, Lake Ainslie (*doubtful*).

There is an Iron mine at the head of Whycocomagh Bay. There is said to be Gold up the valley of the North-east Margaree. Timber, of which a great deal yet remains, and the Fishing Grounds, which are very valuable from the remaining sources of wealth of Northern Cape Breton.

6. To most speedily develop these resources, a railway from the Broad Cove Coal Mines to the nearest Shipping Port (Whycocomagh) and Station on the Cape Breton Railway (Orangedale,) is required to open up the Mines, whereby, besides the direct advantage to be gained from this source of wealth, a large mining population will be collected and a local market for agricultural produce be created. In addition, the railway will give an outlet for all other and surplus produce and provide access to more distant and better markets. This will be the first—and a great step—towards the development of the country. And it will be shown to be an easy, and the easiest step. An extension of the railway to Cheticamp and other parts of this portion of Cape Breton will follow, together with improvements to those harbours which are capable of it.

The best means of development, a railway from Orangedale to Broad Cove Mines.

THE INVERNESS AND RICHMOND RAILWAY.

7. Shortly after the selection of the route for the Cape Breton Railway, a Company, chiefly of American capitalists, was chartered by the Provincial Government, as the Inverness and Richmond Railway Company, to survey and construct a line of railway between Cariboo Cove, near the southern end of the Straits of Canso, and the harbour of

Preliminary survey from Port Hawkesbury via Port Hood to Margaree Harbor.