

PREFACE.

Last winter the Dominion Government obtained from the House a grant of \$1,700,000 to build a Railway in Cape Breton, from the Strait of Canso to Sydney or Louisburg. It was understood from the speeches of Government Members asking for the grant, that the road was to be an extension of the Intercolonial through Cape Breton, and that the shortest, easiest, most direct, and less expensive route to its eastern sea-board would be adopted.

Last summer two routes were surveyed, one via Grand Narrows, the other via St. Peters. The former was found to be longer by 15 miles to Sydney and 45 to Louisburg; divided into two halves by the Grand Narrows, an arm of the Bras d'or Lake, which it is impossible to bridge and must be ferried; and surrounded for 50 miles on either side at a distance of two to three miles by the waters of said lake. The latter route in addition to being 15 miles shorter to Sydney and 45 to Louisburg, was found to require no ferry, to be easy of construction, surrounded by a populous country, and a direct road to the centre of the Cape Breton Coal Basin.

The long interrupted expensive route through a lake has been adopted, and the short, uninterrupted route through a country has been abandoned. Why?

It will appear from the following, that the selection of the route via Grand Narrows is inimical to all the Industries of Cape Breton, and, therefore, a violation of the privileges granted to the Island by the vote of Parliament. It will appear to be a direct violation of the evident intention of the Quebec Members in voting, to afford their countrymen in Richmond County the long deferred, long sought for boon of Railway communication. It will appear to be a violation of the desire of all patriotic Canadians, to have the shortest possible road to its most eastern sea-ports and the quickest access to Newfoundland and Europe.