

Some idea of the importance of the South-West Miramichi may be had from the fact that forty per cent. of the revenue derived by the Government of the Province from the stumpage of spruce and pine logs comes from those cut on the Crown lands which are situated on this river and its tributaries.

The Canada Eastern Railway, which connects with the Intercolonial at Chatham Junction, seventy-two miles from Moncton, follows the South-West for about sixty miles. At various distances from this on either side of the river, and in different places in this, are some of the best hemlock districts in New Brunswick, and hemlock logs cut there can be delivered in great quantities close to the line of this railway at a point a little under one hundred miles from Moncton for from \$2.50 to \$2.75 per thousand feet, board measure.

According to my own information, and the best which can be obtained from others, there are more than 200 million feet B. M. of hemlock on the S. W. Miramichi and its branches between Chatham Junction and Boiestown where the Canada Eastern leaves this river; much of this hemlock has been cut down for the bark and left in the woods. This remains good for five years.

There is also much cedar on the branches of the South West Miramichi. One of these which discharges its waters into that river at Boiestown and which has been carefully explored by me, has now, in my judgment, fifty million feet B. M. of cedar on it. The stream referred to is the Taxis.

From eight to ten million feet of hemlock per year can be delivered at the line of the Canada Eastern at or near Blackville, and there is no reason why a large quantity of cedar shingles should not be manufactured on that line at a point not more than one hundred miles from Moncton.

After having given the subject the most careful consideration from my own experience as a woodsman, as well as from information given to me by well known explorers, I have arrived at the conclusion that were proper facilities offered at Moncton for the export of boards and other lumber from that port by means of improved harbor or dock accommodation, that lumber operations along the line of the Intercolonial Railway would be greatly stimulated, and woods which are not now being much exported from the Province, and of which there are very great quantities which can be readily and cheaply brought to the line of the road, could be made to form a very important article of traffic for the Intercolonial Railway between Campbellton and Moncton, and the trade between those two points be very greatly increased.

The woods referred to are small spruce, unfit for the English market, hemlock, small and coarse white pine, as well as hard woods of different kinds.

I annex to this report some information of importance regarding matters therein referred to, and which may aid others in following up the very important question of the relation of the timber lands between Moncton and Campbellton to the traffic on the Intercolonial between these points, as well as to the traffic by the same routes to American ports from the Restigouche and its branches.

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