

THE CHIGNECTO SHIP RAILWAY,

"the Company, namely, \$150,000 for 25 years if capitalized at 4 per cent. would be equal to the sum of \$2,343,312 only."

Report of the Commission of 1871, quoted by Mr. Schrieber.

Distance saved 500 miles.

Freights would be reduced 25 per cent.

The Baie Verte Canal as much a part of the Canadian Canal as the Sault St. Marie.

Canadian in design and National in results.

Forceful evidence.

Words of twenty years ago.

Increased trade since 1871.

Proposal accepted.

Company formed.

Board of Trade opinions.

Ship Railway will develop resources.

"The Commissioners in their Report on page 51 state: "The distance from Shediac to St. John by the present route, via the Gut of Canso, to be 600 miles. This distance would be reduced by the construction of the Baie Verte Canal to about 100 miles, and freights would, in their opinion, be diminished by 25 per cent. greatly benefitting the coal trade and fisheries, and increasing the volume of general business."

They state further (page 53): "This canal cannot be considered apart from the canals of the St. Lawrence Canal as a Canadian canal, as Sault St. Marie is the natural commencement of the improvements of the inland navigation of the Dominion, so the work through the Isthmus of Chignecto is the inevitable conclusion necessary to give unity and completeness to the whole system. It is Canadian in design and must prove national in its results."

On page 79 the Commissioners say: "The evidence submitted points out with remarkable force and unanimity the necessity of opening a Highway for commerce between the Gulf of St. Lawrence and the head waters of the Bay of Fundy through the Isthmus of Chignecto dividing them."

The above statements are now twenty years old and the tonnage of the ports adjacent to the Isthmian Transit has more than doubled itself since those words were written.

The Chief Engineer further said, that "Assuming that the importance of a Ship Highway over the Isthmus was, at the time of the Commissioners Report so great as therein stated, it must be much greater now considering the large increase since that date in the trade of the country affected by the proposed work."

The proposal of the author was accepted by the Government, approved by Parliament, and a Company incorporated to carry out the undertaking. The provisional Directors were: Mr. Thomas C. Keefer, C. M. G., the founder of the Canadian Society of Engineers; Mr. Edwin Clark, the eminent engineer and inventor of the Hydraulic Ship Lift; Mr. C. R. Coker, Lloyds Surveyor of Shipping; Mr. R. G. Lunt, the well-known Steamboat Manager; and the author.

The Board of Trade of St. John, New Brunswick, passed the following resolutions on the 20th October, 1883:

"Whereas, Means of communication between the waters of the Bay of Fundy and the Gulf of St. Lawrence, whereby products of the several Provinces bordering thereon may be interchanged without encountering the dangerous navigation of the Atlantic Coast of Nova Scotia, whereby steamers and sailing vessels, adapted as well for inland as for ocean navigation, may be safely conveyed across the Isthmus of Chignecto without the cost and delay of transshipment or breaking bulk, and whereby the sailing distance between this port and all ports north and west of said Isthmus may be reduced about 600 miles, would materially increase the volume of trade and benefit the shipping interests of this port and other ports in the Bay of Fundy, and Gulf of St. Lawrence; and

"Whereas, By means of a Ship Railway across the Isthmus, the objects aforesaid may be accomplished, and thus stimulate the development of the agricultural, mining, lumbering and fishing resources of the district contiguous to the aforesaid parts; and

"Whereas, A company has been formed for the construction and operation of a Ship Railway, with commodious Docks and Hydraulic Lifts for raising and transporting over its line laden vessels of 1,000 tons register; therefore