

of the Drummond iron range to Parrsboro the railway distance is about 231 miles, but it would be possible to transport the ore by water during about nine months of the year to one of the ports on Northumberland Strait, from which the rail haul to Parrsboro would be short. The railway distance from the Drummond Iron Mines via Newcastle and Oxford Junction to Pictou, N.S., is about 281 miles. During the months that Northumberland Strait is open the water route would be shorter. It might be found advantageous to smelt Drummond iron ore in the vicinity of Pictou Harbour. From the centre of the coal field to Pictou Harbour the rail haul of coal would be between thirteen and fourteen miles. Works located in Pictou County would have the advantage of being somewhat nearer to Montreal than those in Cape Breton are. The railway distance from Pictou to Montreal is about 797 1-2 miles via Oxford Junction and about 829 1-2 miles via Truro, while Sydney is about 985 miles from Montreal via Oxford Junction and about 988 1-2 miles via Truro. During the season of St. Lawrence navigation the deep water route is considerably shorter than the rail route, and of course much cheaper, the distance from Sydney to Montreal being about 726 miles, while from Pictou to Montreal the distance is about the same.

Iron and steel works located in Nova Scotia have the disadvantage of being at a great distance from the central markets of Canada. On the other hand, Nova Scotia has a wonderfully good geographical situation as regards the markets of the world at large. It is nearer to Europe than any other part of the mainland of America and, strange to say, it is nearer to the leading countries of South America and South Africa than the Southern States are.

With reference to the remarkable geographical position of Cape Breton, I may quote from one of a series of articles entitled "At the Front Door of Canada," which I wrote for the "Montreal Star" some years ago. The harbours of Sydney and Louisburg are the front doors of Canada. They might be called magic doors, for they open wonderfully into short passages to the leading markets of the world. It is an extraordinary fact that Sydney and Louisburg, while more than 2,200 miles nearer to Liverpool than New Orleans and Mobile, are at the same time nearly 600 miles nearer to Pernambuco, Rio Janeiro and Buenos Ayres, and nearly 900 miles nearer to Cape Town, South Africa. This is because ham-shaped South America lies far to the east of North America, while New Orleans, Mobile and other ports on the Gulf of Mexico, are a long distance west of the Atlantic Ocean. Moreover, ships from southern ports of the United States cannot take a direct route, because they have to steer clear of the West India Islands. Cape Breton, jutting far eastward into the Atlantic, is much nearer to a direct line drawn north from the east coast of South America. And the Gulf ports are not the only ones over which the Cape Breton ports have an advantage. The whole Atlantic coast of the United States slopes away to the southwest, and Savannah, Charleston, Baltimore, Philadelphia and New York are so far to the west of the direct routes from Sydney and Louisburg that the Cape Breton ports, although farther north, are much nearer to the chief ports of South America and Africa.

The most eastern point of South America is Pernambuco. All vessels going south of that point to Rio Janeiro, Buenos Ayres or other South American ports must pass it. The following table of distances in nautical miles will show the wonderful advantage that Sydney has over all American ports for trading with Great Bri-

tain and other countries of Europe, South America, Africa and Asia.

TO LIVERPOOL.

	Miles.
Sydney Harbour to Liverpool	2,282
(via N. Ireland)	2,307
(via S. Ireland)	4,553
New Orleans to Liverpool	4,506
Mobile to Liverpool	3,571
Savannah to Liverpool	3,500
Charleston to Liverpool	3,157
Newport News to Liverpool	3,324
Baltimore to Liverpool	3,160
Philadelphia to Liverpool	3,110
New York to Liverpool	

TO PERNAMBUCO.

Sydney Harbour to Pernambuco	3,567
New Orleans to Pernambuco	4,146
Mobile to Pernambuco	4,133
Savannah to Pernambuco	3,660
Charleston to Pernambuco	3,631
Newport News to Pernambuco	3,591
Baltimore to Pernambuco	3,758
Philadelphia to Pernambuco	3,746
New York to Pernambuco	3,696

TO CAPE TOWN.

Sydney Harbour to Cape Town	6,467
New Orleans to Cape Town	7,355
Mobile, Ala. to Cape Town	7,309
Savannah to Cape Town	6,867
Charleston to Cape Town	6,831
Newport News to Cape Town	6,736
Baltimore to Cape Town	6,903
Philadelphia to Cape Town	6,870
New York to Cape Town	6,787

The distances from Sydney to the various points were furnished to the writer by the late Captain W. H. Smith, R. N. R., Chairman Board of Examiners of Masters and Mates, Marine Department, Halifax, while the distances from various American ports were compiled by the United States Commissioner of Navigation. Louisburg is not given in the above tables, but the distances from Sydney and Louisburg are practically the same. Only points on the east coast of South America and the west coast of Africa are given for comparison, but it will be evident to all who examine the map that Sydney must have the same advantage of distance in trading with the west coast of South America and east coast of Africa. It applies also to the whole Pacific coast of North America, to Asia and Australia. It seems strange, but it is a fact that Sydney is nearer to San Francisco than any Atlantic or Gulf port of the United States. The distances given are for routes for full powered steamships.

There are a number of harbours in Nova Scotia open all the year which, although not quite so near to the outside markets as Sydney and Louisburg, are better located in this regard than any port in the United States.

It should be noted, however, that unless regular steamship lines are established to the leading ports of the world the natural advantage of geographical situation will count for little except in the case of a large order for which it might pay to charter a ship to make a special voyage.

St. John, N.B., would possess some advantages as a location for a large iron and steel plant. The harbour is open throughout the year. It is one of the terminals of the Intercolonial Railway; it is the winter port of the Canadian Pacific Railway, and it is probable that both