CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., FEB. 21, 1884.

THE PACIFIC RAILWAY.

The debate on the proposed loan of $22,500,000 to the Syndicate was concluded yesterday morning, and the Government has been sustained by seventy majority. Sir Charles Tupper in his speech declared the Company was perfectly competent to fulfil its contract and complete the line in 1891 without asking for Government aid, but he considered the importance of having the line opened for traffic in 1885, or six years sooner, was so great that it was worth the proposed loan. It may be asked in what way will the country gain by the loan? It must be evident to any one that the sooner the through line is opened North of Lake Superior and also over the Rocky Mountains to British Columbia, the sooner will Canadian business men be placed in a position to compete for through trade to China, Japan, etc., and the quicker also, will our own vast territories in the West become seats of civilization and populated by millions, each one of whom is worth to the Canadian revenues some six dollars per annum. Thus we see that the Revenues of the country are directly benefitted in proportion as population increases. The importance to the Maritime Provinces of swelling as rapidly as possible the population of the North-West cannot be over estimated. Where a fixed revenue is to be obtained, the greater the number of tax-payers, the less the individual burdens. The North-West contributed last year over $3,000,000 to the revenues of Canada, showing, as a revenue producer, she is already eclipsing the Maritime Provinces combined. While these Eastern Provinces may regret to see themselves relatively outshadowed by the North-West Colossus, the tax-payers here will not begrudge to the West the burdens its growth gives it.

The Company gains vastly by an early completion of the work. The item of interest alone stimulates them into extraordinary efforts. Say the $30,000,000 instead of being expended before 1886, is expended yearly up to 1891. It is evident that the Company pays interest on the sum expended to date say, $58,-000,000 for a further period of five years, but also pays interest on the yearly expenditure to be made until the Railway is completed. Five years interest on 58 millions at 5 per cent., is a sum equal to about 14 million dollars. Add the interest on expenditure extended through seven years ($30,000,000), say 6 million dollars, and we have $20,000,000 interest saved by an early completion of the line.

The Company will or will not make a default in its agreement.

If it makes no default, the loan costs the country nothing.

If it makes a default, the whole road, branches, plant equipment, lands and extensions revert to the Government, and it secures a Railway from ocean to ocean at a sum vastly less than was originally estimated—at less than $90,000,000.

THE REVENUE.

The Dominion revenue is failing. The fact is beyond question. As the Conservatives have plumed themselves on millions of surplus revenue rolled up the past four years, may not a large decrease be an indication of the failure of Conservative policy and pretentions? No doubt the loyal Opposition will find fault with the reduction as they have with the surplus. To what is the decrease to be attributed? To a reduction in imports, principally in classes of goods that are now being manufactured in the country, and that afford our own mechanics and operatives work. The figures for January are:

	1884.	1883.	1882.
Customs,	$ 1,235 225	$ 1,611,805	$ 1,623,906
Excise,	387,592	488,642	469,584
Post Office,	177,988	282,047	190,272
Public Works,	264,865	307,558	201,557
Miscellaneous,	219,494	104,946	334,248
Total,	$ 2,285,104	$ 2,794 993	$ 2,819,567
Revenue to Dec. 31st,	16,561,421	$18,065,597	$16,167,624
Total,	$18,846,525	$20,860,590	$18,987,191
Expenditure,	$ 4,270,770	$ 3,592,719	$ 4,387,856
Expenditure to Dec. 31,	13,756,024	$12,519,335	$11,332,074
Total,	$18,026,794	$16,112,054	$15,719,930

Thus it will be seen that the customs receipts have contracted 25 per cent. A continuance of this reduction will contract the volume of foreign bills to pay, and do much to place next summer's business on a sound footing.

—The Legislature of Nova Scotia was opened in due form last Thursday by His Honor Lieut.-Governor Ritchey. The speech from the throne referred to the transfer of the Eastern Extension Railway, the resumption of work on the Nictaux and Atlantic, the expenditure of the appropriation for the Western Counties Railway, the bridges built during the past year, and the proposal to return the money deposited by the Barings. New legislation is promised in reference to the system of pleadings and practice in the provincial courts, and with regard to the property of married women. An attempt is to be made to secure a larger allowance from the federal treasury for local purposes. Some of the supporters of the Government have been asking their leaders very embarrassing questions.

THE PROPOSED JOGGINS RAILWAY.

Scheme to Tap Important Mineral, Stone, Lumbering, and Farming Districts.—Enormous Undeveloped Wealth.—Present Business and its Possibilities.—Companies and Capital Interested.

During the session of 1883 of the Nova Scotia Assembly, an act was passed incorporating a company to construct a Railway from the I. C. R. to the Joggins Shore. Early in the summer, Sir Charles Tupper directed a survey be made of the route and plans and estimates made, which was done under the direction of Peter Archibald, Esq., C. E. On the 14th August last the Company was organized at Amherst, N. S., with the following officers:

Gen. D. B. Warner, President.
Gilbert Seaman, Vice-President.
W. C. Milner, Sec'y.-Treas.
General Warner, Gilbert Seaman, George Hibbard, R. Cruikshank, D. W. Clarke, } Directors.

In 1883 an order of the Privy Council was passed directing that rails be furnished by the Railway Department for the undertaking. The promoters have secured a free right of way, partially by donation of the land owners and partially by the assumption by the district of the payment of land damages, where required. Thus the undertaking has secured corporate rights, plans of surveys, free right of way, and free gift of rails. The proposed line leaves Maccan Station of I. C. R. and proceeds in a westerly course across the Maccan River, ascends the height of land between the Maccan and River Hebert south of the present highway, skirts the east side of River Hebert for a mile till opposite the Victoria coal wharf at which it crosses, skirts the left bank for half a mile and then proceeds to the Joggins Shore north of the highway, the terminus being at the Government breakwater. The entire distance is 12.4 miles. The following are the estimates of cost:

Clearing and grubbing	$ 3,520
Earth excavation	45,000
Rock "	8,000
Bridges with crib work and protection	28,324
Rails, track-laying and ballasting 12.4 miles	59,024
Stations, engineering, contingencies, crib works and wharf at terminus	22.500
Total	$166,368

The leading interest served by the construction of this line is the coal. Over eighty seams of coal are displayed on the cliffs of the Joggins Shore within the limits owned by the Joggins Mining Company. These seams extend easterly in most regular formation for a distance of twenty miles at least, and for ten of these, the railway route is above and with the general strike of the coal, facilitating the opening of collieries anywhere along the line. This formation contains vast deposits of coal, so extensive, it cannot be exhausted inside of many hundreds of years of constant mining. Two of these seams only have been worked at the Joggins, viz:

Hardscrabble, thickness	45 inches.
Joggins, thickness	70 "
Total	115 "

Applying the ordinary rule, used by Mining Engineers, to this thickness and on the basis these seams constitute the whole workable seams of the Joggins series and extend for ten miles, the total amount of marketable coal would then be 73,-600,000 tons or sufficient coal to keep up a supply of 100,000 tons per annum for over 700 years.

At River Hebert, four miles east of the Joggins, three seams have been worked to a greater or less extent, viz:

Lawrence	60 inches.
Hibbard	45 "
Milner	38 "
Total	143 "

Applying the same rule and on the basis that these seams constitute the only workable coals in the Joggins series and extend for a distance of 10 miles, the total quantity of marketable coal would be 91,520,000 tons or enough to supply 100,000 tons for over 900 years.

Thus it will be seen that the supply of coal that is known to exist is abundantly great to warrant a large expenditure of public money to provide facilities for marketing it. In its present condition, it is of infinitely less value to the country than if the annual production were increased to 100,000 tons per annum, yielding a royalty of $10,000 to the Treasury, employing labor and setting in motion a hundred new springs of industry.

Private capitalists have long recognized the magnitude of the mineral resources of this district and have not been afraid to invest largely in attempts to develop it. Probably not less than half a million of money has been expended in the mines, mills and quarries of this district for the purpose of developing its dormant resources, besides not less than half a million more in mining and territorial rights. The leading company is the

JOGGINS COAL MINING ASSOCIATION.

This company recently opened a new slope, a mile and a quarter from the docks. The power is furnished by a new double winding engine 18x36, geared 3 to 1 and of 250 horse power. They have added, also, a cable and riddling engine, 14x24, and a first class pumping apparatus. The coal cars are transported to the dock and the empties returned by means of an endless chain cable over a double track road. The capacity of the cable is 1,000 tons per day. The slope is driven and thoroughly equipped a distance of 1,328 feet. The present capacity of pit is 400 tons per day.

THE PROSPECT COAL CO.,

has a pair of double engines 14x30, possessing a nominal horse power of 100. The slope is sunk 600 feet. The mode of shipment is ¼ mile to dock by a horse tramway.

MINUDIE COAL CO.

have a slope several hundred feet, with steam pumping and hoisting equipment, coal sheds, engine house, &c., and a tramway one mile long to their wharf. Several thousand tons were shipped during the present season. Present capacity, 20,000 tons.

VICTORIA AND LAWRENCE

companies have not worked their areas since the abrogation of Reciprocity, previous to which time they shipped largely to the United States in such small class of vessels as could navigate the River Hebert to their wharves, to which coal were transported by tramways.

MILNER

areas have only been of late prospected,—a slope has been sunk at the River Hebert and gravity drainage obtained at river level. A tramway has been built ⅓ mile to River

HAY

area has not been opened.

LAWSON

was originally completely equipped, extensively worked and a very superior coal mined previous to abrogation of Reciprocity, which was shipped from the Company's wharves at Maccan River. Since that date, the mine has been closed. The machinery has never been removed.

THE COAL TRAFFIC

afforded to the proposed Joggins Railway by these various mines and areas is in a certain degree a matter of speculation, as the output is controlled by the demand, and the demand in turn is ruled by the business of the country, competition from other collieries, &c. On the supposition that the condition of the country was normal, creating a normal demand at moderate prices the following mines would the first season be prepared to ship the following coals over the line:

Joggins	25,000 tons.
Prospect	10,000 "
Minudie	10,000 "
Milner	5,000 "
Total	50,000 "

The above are additions to the water shipments during the season of navigation. The Railway once opened and offering facilities for the cheap and prompt transportation of coal would induce the opening of other pits throughout its length, affording a traffic that would largely increase the above estimate, and while one can readily fix the resources of these areas, it is not so easy to estimate the demand, which can only be arrived at by practical operation. It may be safely assumed, however, that the above mines would increase their output and that together with the additional pits opened would double the above output, within a short period and render the shipments of coal by rail one hundred thousand tons per annum. The Joggins Mining Company have had offers of purchase of thousands of tons of coal, which they have not been able to deliver for want of transportation facilities, and the other companies have been denied the privilege of going into the market to sell their coals, for the same reason.

PHOSPHORIC LIME

on the Joggins coal property promises not only an item of traffic, but an important source of wealth to the country. This limestone exists in the form of a seam 2½ ft. thick. It is thickly studded with fossil remains of shell-fish, teeth and bones of marine animals, &c., showing the character of its formation. An analysis of it ground shows:—

Carbonic Acid	36.36
Lime	50.92
Phosphoric Acid, P. O. 25	0.96
Insoluble	5.93
Soda, Iron, &c.	5.83
Slight trace of potash	
	100.00

"The phosphoric acid present is equal to about one and a half part of soluble phosphate in a hundred, or thirty lbs. in the ton." The above analysis was made by Dr. W. G. Goodwin, Professor of Chemistry at Kingston. An analysis of another sample, when burnt, made by A. Norman Tate, F. I. C., Liverpool, shews:

Lime	44.54
Carbonate of lime	23.66
Sulphate	4.78
Phosphate	1.88
Peroxide of iron	2.64
Alumina	4.99
Insoluble	1.90
Water	13.80
Loss	.85
	100.00

The Company propose to burn it for agricultural purposes, and have taken preliminary steps to that end.

GRINDSTONE

made at the steam stone cutting works of A. Seaman & Co., Lower Cove, constitutes a business that needs Railway facilities to be extended to meet the demands of the market. Many tons of these goods are now teamed 14 miles to Maccan Station, I. C. R. Their production in 1882, (*Vide* Mines Report) was—

2,400 tons grindstone, value	$20,000
3,500 boxes scythestones "	3,500
	$32,300

AGRICULTURAL

resources of the Minudie district are very considerable, the dyked marsh lands being extensive, productive and valuable, and the uplands being well tilled. The census of 1880, shews:

Population	4,610	
Occupied	83.000	acres
Improved	16.000	"
Under crop	8.600	"
In pasture	7.500	"
Oats	23,000	bush.
Potatoes	100,000	"
Hay	8,100	tons

A large quantity of hay is shipped from this district annually and beef cattle fattened on these marshes, are taken to Maccan Station and shipped to supply home markets. The farm produce traffic as estimated over the Joggins Railway is as follows:

Hay	1,000 tons per annum
Cattle	1,000 head " "
Sundry	1,000 tons " "

LUMBER

shipments from River Hebert (after river navigation ceases) to the Joggins shores is an important element. Young's and Kelly's gang saw mills, at River Hebert manufacture about 5½ millions of lumber annually, and other smaller mills manufacture from one to two millions. Prescott & Gillespie's mills at Shulee, manufacture 2½ millions. The shipment of piling from these places has been large. The lumber supply of this district may be considered exhaustless for many years yet.

While the lumber manufactured on the shores and shipped from there will only become a part of the traffic of this line, the supplies for mills and logging would no doubt add materially to the business of the line. The following are the statistics of the shipping and trade of this place as supplied by the collector of the port of Amherst:

OUTPORT OF JOGGINS, N. S., FROM JAN. 1, 1883, TO JAN. 1, 1884.

No. of reports inwards from sea	126
" " outwards for sea	114

EXPORTS.

	Value.
Coal, 4,517 tons	$ 5,286
Grindstones	12,905
Piling	16,221
Lumber	4,429

This is exclusive of the coastwise trade, of which the Customs do not obtain statistics.

A considerable portion of the lumber manufactured in Cumberland would naturally seek

SHIPMENT AT JOGGINS

because of its easy accessibility to the great lumber centre, St. John, and to the fact it would be the nearest and cheapest port, and a large traffic from this source is confidently anticipated.

In short this railway would serve two purposes of great moment to the industrial and commercial future of Cumberland, viz: give her a much needed port on the Bay of Fundy for the shipment during summer of lumber, timber, hay, coal and produce; secondly, enable her coal products to be shipped in winter over the I. C. R., and thus permit her mines to be worked also during the winter season and obviate the great loss of capital and labor involved in closing up large industrial works for five months of the year.

PARLIAMENTARY.

Debate on the C.P.R. Resolution.—Reports of Ministers, &c.

TUESDAY, Feb. 12.—Sir Charles Tupper laid on the table the correspondence regarding the C. P. R., etc.

The debate on the Canadian Pacific Resolutions was resumed by Mr. Davis, of P. E. I., who as followed by Prof. Foster, of Kings.

WEDNESDAY, Feb. 13.—Hon. Mr. McLelan laid on the table the report of the Department of Marine and Fisheries.

A bill further to amend the Indian Act of 1880 was introduced by Sir John Macdonald and read a first time.

A bill further to amend the Patent Act of 1872 was introduced by Mr. White, of Renfrew, and read a first time.

Mr. Cameron, of Huron, moved the House into committee on his bill to amend the law of evidence in criminal cases so as to allow prisoners to testify on their on behalf.

Mr. Tupper, Pictou, renewed his objections to the bill, and denied that it was a measure of reform. He argued that an innocent prisoner might prejudice his own cause by becoming confused under skilful cross-examination, while a bold criminal might escape by falsehood.

Mr. Landry, of Kent, also opposed the bill and claimed that if a guilty were allowed to go on the stand there would be presented to him an irresistable temptation to commit perjury, and, in view of the increasing disregard for the sanctity of the oath, he thought no legislation should be adopted which would present so strong an incentive to perjury.

Mr. Cameron, of Huron, did not believe that regard for the sanctity of an oath was any less than it was thirty or forty years ago. He believed that the provisions of the bill might with advantage be extended to all classes.

Mr. Boss objected to the bill because it would put a wife in the witness-box to decide between her love for her husband and her oath, and to choose between her love for her children and her truth. There was nothing in the bill to help the good administration of justice or benefit the people.

Mr. Blake denied that the crime of perjury was so prevalent as has been alleged by Mr. Landry, He defended his opposition to a similar bill in 1877, by saying that at that time public opinion was not ripe for such a measure, and he had voiced public opinion.

To day the bill, with probably some changes in its details, could safely be passed. He ridiculed the claim that the measure should not pass till the judges had spoken in its favor, and thought that if the gentleman who made that objection was determined not to have a legal reform till the judges cried out for it, he would not be much troubled with any legal reform.

Mr. Chapleau, Sir John Macdonald, Mr. Davis and others spoke with regard to some of the details of the bill, and the motion to go into committee was carried on division: Yeas 86; nays 81.

THURSDAY, Feb. 14.—A petition was presented from the Society for the protection of Women and Children, praying that an Act prohibiting the employment of children under twelve years old.

Mr. Hay presented a petition from the Knights of Labor, praying for the passage of a Factory Act. Another petition from the same society was presented, praying for the abolition of assisted passages.

Sir John Macdonald laid on the table the report of the Minister of Justice.

Mr. Mulock's bill to prevent frauds in the sale of patent rights passed through committee.

The House went into committee on Mr. Charlton's bill to provide for the punishment of seduction, and, after considerable discussion, the first clause, which provides for the punishment of seduction, was lost on division. The second clause, providing for the punishment of persons who by fraud inveigle females into houses of ill-fame, was passed.

Mr. Casgrain's bill to amend the act for the prevention of fraud in contracts involving the expenditure of public money passed its second reading and was referred to a special committee.

Mr. Massul's bill for the prevention of fraud in the manufacture and sale of agricultural fertilizers was read a second time, and referred to a special committee.

Mr. McMullin moved for a return of all sums paid by the Government to the Gazette Publishing Co., of Montreal, for work or material during the last six years. Sir Hector Langevin said he was willing to furnish the information, but thought the motion had better be amended by adding the words, "and all other newspapers," after the word Montreal. Sir Richard Cartwright was afraid this would cause delay and make too much work for the department, but Sir Hector said he thought that it was worth the labor, and that they were bound to give the hon. gentleman all the information possible. The motion was then amended in the manner suggested and passed.

FRIDAY, Feb. 15.—A return was laid on the table by Sir Charles Tupper, containing several papers and documents between the C. P. R. and the North American Railway Construction Co. Sir Richard Cartwright urged delay in giving the C. P. R. resolutions the first place until all the documents could be printed. Mr. Curran said he was authorized on behalf of his constituency, the great business centre, Montreal, to state that in the opinion of the leading business of both sides of politics, the interests of the Dominion depended upon the passage of the resolutions. Mr. Girouard effectually disposed of the idea that the claims of the Province of Quebec should be mixed up with the question of a loan to the Canadian Pacific Railway. Mr. Flemming said that the earnings of the C. P. R. during the next two years, from all sources, would be over twenty-eight millions or more than would be required to build the road.

Mr. Hector Cameron introduced an Orange bill, which is identical with that introduced last year.

Mr. Temple, of York, was introduced and took his seat. This makes eight supporters of the Government introduced this session, while the number of supporters of the Opposition introduced is three.

MONDAY, Feb. 18.—Sir Leonard Tilley, in answer to a question, said that it was the intention of the Government to provide legislation affecting benefit insurance companies now doing business in Canada.

The debate on the C. P. R. resolutions was resumed, and Cameron moved an amendment to the effect that the subject should be referred to a select committee who should enquire into the operations and acquisitions of the company and the cost of the work remaining to be done.

TUESDAY, Feb. 19.—After the receipt of several petitions and other routine business, the debate on the C. P. R. Resolutions was resumed. Mr. Wood, of Westmorland, made a pithy speech in which he reviewed the leading points of the controversy in a clear, practical manner which secured the attention of the House even at that late stage of the debate. He was followed by Charlton, Dawson, Patuson, of Brant, and Ross, of Lisgar. The latter, although generally a supporter of the Opposition, spoke stronly in favor of the resolutions. The division was made after midnight and the vote stood 132 for the Resolutions to 62 against, being a majority of 70 for the Government.

—The Western States are experiencing a recurrence of the floods that worked such devastation last year. A year ago the Ohio river rose 66 feet, two feet higher than any flood had previously reached. This month the waters have gone more than five feet above last year's line. The town of Portsmouth, with a population of 12,000, has been entirely submerged and it is thought will have half its houses washed away. Extensive ruin has also been wrought in Cincinnati, Steubenville, and Marietta in the State of Ohio; in Newport and Louisville, Kentucky; in Lawrenceburg, Aurora, Jefferson, and Evansville in Indiana; and in Wheeling, West Virginia. In the last mentioned place it is thought the losses will foot up to six millions of dollars. The damage to property in Pennsylvania is estimated at $20,-000,000. The State of Ohio has appropriated $200,000 in aid of the sufferers and a similar appropriation of $300,000 has been made by Congress at Washington, while subscriptions are pouring in from private sources in all parts of the United States.

Hon. John Costigan.

On Tuesday night, Hon. Mr. Costigan, Minister of Inland Revenue, moved the adjournment of the debate despite the protest of Sir John A. MacDonald. This points to only one result, viz: the severance of his connection with the Government. It does not appear that the Government lost any supporters on the Pacific Railway Resolutions except Mr. Costigan, and it does not appear that he differs from them on this question.

DONATION VISIT.

THE friends of the REV. ALEXANDER RALSTON intend making him a Donation Visit at the residence of BEDFORD BARNES, Esq., on WEDNESDAY, the 27th day of February, instant, at the hour of seven o'clock P. M. Friends are cordially invited to attend.

BEDFORD BARNES, IRA H. PATTERSON, ALEX. JOHNSON, } Com'tee.

Sackville, Feb. 13, 1884. 21