

## THE CHIGNECTO SHIP RAILWAY,

## Cargoes.

“ cargo of coal, or other produce of the Eastern Provinces, to Kingston and Toronto, and there  
 “ get a return freight of flour, barley, and other Western produce, Interecolonial trade will  
 “ have entered on a new era.

“ When Nova Scotia coal of the best description can be supplied abundantly and cheaply  
 “ to western ports, a great impulse will necessarily be given to the transfer of the trade of the  
 “ St. Lawrence and Lakes to screw steamers, a transfer already taking place, as we have  
 “ previously shown.

## Reduction of Coal Freights.

“ With the canals enlarged, coal freights would be reduced to the minimum point—a lake  
 “ propellor would always bring back from the lower ports a cargo of coal, rather than come  
 “ empty—just as the English timber ships have been accustomed to bring the same article  
 “ instead of ballast.

“ Inseparably connected with the growth of Interecolonial trade is the construction of the  
 “ Baie Verte Canal across the Isthmus, connecting the Provinces of Nova Scotia and New  
 “ Brunswick. The advantages that must accrue, not merely to the Dominion as a whole, but  
 “ to the commerce of the Maritime Provinces, are so clearly pointed out by the Boards of  
 “ Trade of all the leading cities of Canada, and by men interested in the development of our  
 “ commercial interests, not simply the merchants of St. John and other places in the locality  
 “ of the proposed Canal, but merchants of Hamilton, Toronto, Ottawa, Montreal and Quebec,  
 “ that it is superfluous for the Commissioners to do more than briefly refer to a few salient  
 “ features of the scheme.

## Saving of Time.

“ A steamer laden with flour for St. John, N. B., now goes down the Gulf as far as  
 “ Shediac, where the cargo is transported by rail to its destination. The total distance by  
 “ water from Shediac through the Gut of Canso and around the coast of Nova Scotia to the  
 “ Bay of Fundy as far as the commercial capital of New Brunswick is about 600 miles, and  
 “ the consequence is that there is little or no direct communication between the Bay of Fundy  
 “ ports and those of the River St. Lawrence. By a Canal through the Isthmus the distance  
 “ from Shediac to St. John will not be much more than one hundred miles.”

Accordingly the Government of the day decided to proceed with the construction of the  
 canal. His Excellency Lord Dufferin, at the opening of the session of 1873, in his speech  
 from the throne, used the following language :

Lord Dufferin's Speech  
from the Throne.

## His language.

“ I am glad to inform you that plans and specifications for the enlargement of the Wel-  
 “ land, and the construction of the Baie Verte Canal, have been completed, and that the works  
 “ can now be put under contract. The surveys for the St. Lawrence Canals will, I am assured,  
 “ be finished in time to commence the works at the beginning of next year. This will insure  
 “ the completion of all these great works at the same period.”

Government Pledged to  
Canal.

In accordance with the promise thus given, one million dollars was placed in the esti-  
 mates for the construction of the Baie Verte Canal, which, according to the late Mr. Page's  
 estimate of the line surveyed by Messrs. Gzowski and Keefer, was to cost \$7,100,000.

Royal Commission, Hon.  
John Young, Chairman.

In 1875, under a change of Government, another commission was appointed, with the  
 late Hon. John Young as chairman. The report made by this Commission was unfavorable.  
 Indeed, it is said the Commission was purposely appointed to defeat the project and save the  
 new Government the necessity of making the outlay already pledged by Parliament.

The Hon. Joseph Lawrence, one of the Commissioners, protested against the verdict of  
 the majority, and ably defended the commercial prospects of the canal in a separate report.

## Prejudiced Report.

It was afterwards discovered that an error had been made in their computation of the