

## IRON ORES OF PICTOU.

The iron ore district of Pictou embraces extensive deposits of this material. It is distant from fifteen to sixteen miles from the wharf at Pictou harbor. In order to utilize this ore the construction of a branch railway seven miles long connecting with Eureka station on the Intercolonial would be required. Much of this ore is of excellent quality, free from impurities, and easily reducible, and would be an excellent article to export to the United States.

Considering the numerous ports in New Brunswick and Quebec, situate at the mouths of various rivers, down which large quantities of timber are every season floated to the sea, as well as the great annual production of the fisheries on the Gulf, it is highly probable that there is a sufficient trade around the shores of the Gulf to employ a steamer or two. Shingles are even now constantly being exported to the United States from this quarter by rail at a great sacrifice for carriage. It is estimated that a saving of \$1.50 per ton could be saved by transporting the same by Ship Railway and steamer. Such is the demand for cedar sleepers at present in the United States that they are now being carried by steamship from the Province of Quebec to Boston through the Straits of Canso at a cost of fourteen cents per sleeper. In the vicinity of the rivers which discharge into the Bay of Chaleur, more especially in the Province of Quebec, an unlimited supply of this wood can be had for many years. In fact, this is the best locality in Eastern America for obtaining cedar sleepers, shingles, and telephone or telegraph poles, and the quality of the wood is also remarkably good here.

In confirmation of the above, see clipping from the *Moncton Times* of May 6th, 1890:

## RAILWAY SLEEPERS.

"The shipment of railway sleepers from Bay Chaleur to Boston and neighboring ports will probably exceed 200,000 ties during the present season. Recent charters include the brig 'American Union,' Bay Chaleur to Portsmouth, N. H., at 14c; the balance are to go to Boston direct, two trips each, schooners 'North America,' 174 tons, 'North America,' 138 tons, 'Alta,' 'Mary Rogers,' new, and 'Annie Simpson,' at 15c; 'Veritas' at 15½c; 'Elizabeth Ann' and 'Mary E. McLaughlin' at 14½c."