

OTTAWA, 9th April, 1883.

SIR,—I have the honor to refer you to my communication of the 3rd of March last, on the subject of a grant on the part of the Dominion Government, by way of subsidy, to the Caraquet Railway, and to request that you will be good enough to bring the matter to the attention of your colleagues, at as early a moment as may be convenient.

The country through which the proposed line would pass is exceptionally level, and favorable in every respect for the cheap building of a railway, and it only requires a reasonable grant from the Government of Canada, added to the grant of \$3,000 per mile from the Government of New Brunswick, to enable the scheme to be satisfactorily floated and the railway placed in process of construction.

The season will shortly be favorable for railway construction, and I am daily pressed by leading people in the County of Gloucester to urge the matter upon the attention of the Government.

Looking forward with hopefulness to an early and favorable reply,

I have the honor to be, Sir, your obedient servant,

K. F. BURNS.

Hon. Sir CHAS. TUPPER, K.C.M.G., Minister Railways and Canals.

OTTAWA, 2nd May, 1883.

SIR,—I have the honor to enclose, for your information, *in re* my application for aid for the Caraquet Railway, a letter addressed to me by Edward Jack, Government Lumber Agent of New Brunswick, at present in Michigan. Mr. Jack, having considerable experience in railway locating, and having gone over the proposed line, I wrote him for his opinion respecting the character of the country through which it would pass. His reply (the enclosed) quite bears out all that has been said regarding it, and also as to the utility of the road and the business awaiting it.

I ask your consideration for this, with the other communications which I have had the honor of addressing you on the same subject.

I have the honor to be, Sir, your obedient servant,

K. F. BURNS.

Hon. Sir CHAS. TUPPER, K.C.M.G., Minister Railways and Canals.

MARQUETTE, L.S., MICHIGAN, 28th April, 1883.

DEAR SIR,—Yours of the 10th is duly received. In reply, I beg leave to state that I have travelled over that part of the County of Gloucester which is situated between the Intercolonial Railroad and the seaboard at Shippegan, and find it level and admirably adapted for the purposes of railway building, the rock foundation is of grey sandstone (the bottom of the coal measures) which has been here subjected to no disturbances. Ballast will, no doubt, be abundant, and there will be plenty of sleepers to be got in the vicinity of the road.

The Gloucester side of the Bay of Chaleurs is by far the cheapest side for the construction of a railway for the fishermen of the whole bay, as the Quebec shore is bounded by high hills and mountains.

A railroad to Shippegan will aid the Quebec side of the bay very much, as many fishermen from the Quebec shore come to Miscou banks to fish; indeed most of the fishing in the bay is done, so I am informed, out in the bay or off Miscou. Railroad communication with Shippegan ought to nearly double the fishing trade of Gloucester, as the fishermen can then ship their fish frozen, or salted, to the west.

Here, at Lake Superior, they use steam tugs in fishing; one left Marquette a few days ago; the same thing might be done at Shippegan.

In conclusion I most positively assert that there cannot be found in New Brunswick any more suitable ground for the construction of a railway than the country