

nections made with the docks, steamers and vessels calling at Baie Verte, but whose entire cargo is not destined for Bay of Fundy or beyond, may discharge part of it at Tidnish Dock to be delivered at stations along Intercolonial Railway, or it may be re-shipped at Amherst Dock into other vessels, if required.

3. If the Cape Railway were built as proposed, alongside of the Marine Railway, it would be a great auxiliary in the construction and operation of the latter. The Gulf being closed by ice for five months, the Marine Railway would not be required, and all traffic on it would for that time be suspended; and unless the Cape Railway afforded employment for the operatives, they would either have to be discharged or kept idle at the expense of the company.

4. The Marine Transport Railway could be more expeditiously built with the assistance of the Cape Railway running alongside to transport rails, timber, stone for masonry, rock ballast, machinery and other requisites for the hydraulic lifts, stationary engines and docks.

6. The Marine Railway being a perfectly straight line, and also nearly level, with gradients of only five feet to the mile, whilst the "separate" line to Amherst has gradients of over 40 feet to the mile, it follows that if the Cape Railway were located alongside, the line would be infinitely superior, and capable of carrying goods at cheaper rates and greater speed. The same quantity and width of land taken might cover both lines, and the distance to either Amherst or Intercolonial Railway is not increased by the combination.

7. For similar reasons it is superior to any proposed line from Baie Verte Village to Sackville, and half a mile shorter than such line, calculating the distance from Baie Verte Village to the Intercolonial Railway.

There, therefore, appears to be no great reason for keeping them separate, either in location or for operation.

I have the honor to be, Sir,

Your obedient servant,

H. G. C. KETCHUM.

OTTAWA, February 20th, 1882.

THE HONORABLE

SIR CHARLES TUPPER, C.B., K.C.M.G.,

Minister of Railways and Canals.

SIR,—I have the honor to enclose you an Estimate of the probable Traffic to be developed by the construction of the Chignecto Marine Transport Railway.

This Estimate is compiled from the testimony published in the Report of the Canal Commission in 1871, and the evidence taken before the Baie Verte Canal Commission in 1874, also from the Tables of Trade and Navigation, and supported by oral testimony of the most reliable character,

It must be remembered that the Trade of the Dominion affected by the proposed short cut through the Isthmus, has increased immensely since the Canal was considered, and taking into consideration the still greater development that would ensue on the completion of the short Isthmian Transit, the Estimate may be safely

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