

The estimate of 600,000 tons before given as the probable amount of traffic over this Railway is, therefore, only  $7\frac{1}{2}$  per cent. of the above tonnage.

The Board of Trade of St. John, New Brunswick, passed the following resolutions on the 20th October, 1883:—

"*Whereas*, means of communication between the waters of the Bay of Fundy and the Gulf of St. Lawrence, whereby products of the several Provinces bordering thereon may be interchanged without encountering the dangerous navigation of the Atlantic coast of Nova Scotia, whereby steamers and sailing vessels, adapted as well for inland as for ocean navigation, may be safely conveyed across the Isthmus of Chignecto, without the cost and delay of transshipment or breaking bulk and whereby the sailing distance between this port and all ports north and west of said Isthmus may be reduced about 600 miles—would materially increase the volume of trade and benefit the shipping interests of this port and other ports in the Bay of Fundy and Gulf of St. Lawrence; and

"*Whereas*, by means of a Ship Railway across the Isthmus, the objects aforesaid may be accomplished and thus stimulate the development of the agricultural, mining, lumbering and fishing resources of the district contiguous to the aforesaid ports; and

"*Whereas*, a company has been formed for the construction and operation of a Ship Railway with commodious docks and hydraulic lifts for raising and transporting over its line laden vessels of 1,000 tons register; therefore

"*Resolved*, That this Board is of opinion that the undertaking of said company would greatly facilitate trade and commerce between the eastern and western provinces; and further

"*Resolved*, That this Board cordially approves the project for building the said Ship Railway, believing that this is a movement which will commend itself to all classes, and prove to be of great convenience and benefit to our trade and commerce generally."

#### NOVA SCOTIA MINERALS.—STATISTICS OF PRODUCTION DURING THE TWO PAST YEARS.

The Report of the Commissioner of Works and Mines gives the following summary of the mineral production of Nova Scotia during the year 1886:

	1885.	1886.	
Iron Ore, . . . . .	48,129	44,388	Tons.
Coal raised, . . . . .	1,352,205	1,502,611	"
Gypsum, . . . . .	87,044	123,753	"
Building Stone, . . . . .	3,827	8,000	"
Coke made, . . . . .	30,185	31,604	"
Limestone, . . . . .	16,428	20,265	"
Grindstones, etc., . . . . .	2,208	1,600	"
Antimony, . . . . .	758	645	"
Manganese Ore, . . . . .	353 $\frac{1}{2}$	427	"
Barytes, . . . . .	300	230	"

"There is no public work now presented to the Dominion which will be so far reaching in its beneficial consequences not only to Canada, but to the whole of the Atlantic coast of North America. This Canal means, for Ontario and Quebec, cheaper coal, iron, stone, fish, leather, etc.; for Nova Scotia and New Brunswick, a better market for all these. It means cheaper flour and other products of the Upper, to us of the Lower Provinces—a larger market or rather greater facilities for supplying the United States, the West Indies and South America, with what we are now prevented from sending, owing to the distance and cost. It means to us *all* an immensely extended commerce."—*Evidence of Hon. Senator Boyd.*