

piers. A line of rail, well balasted and laid with heavy English steel sections, is almost constructed into Louisburg, and when this is perfected, during the current year, the Cape Breton coal fields will be independent of winter restrictions, such as the drift ice which floats off the coast early in the year. Louisburg is so situate as to escape this ice. The drift ice is at times a serious trouble off the coast of Cape Breton. With a north east wind it floats into the harbors, to such an extent that no vessel can get through without risk of some injury. It seldom lies long, however, in some of the harbors, but both Sydney harbor and Glace Bay harbor are unfortunate in this respect. Not so Louisburg, and in consequence it has been selected as the new station for cheap and rapid, all the year round, coaling in the North Atlantic. The harbor is very spacious, two and a half miles long, from north-east to south-west, very deep, well sheltered and inexpensive to the ship owner in every sense. A rocky point at the entrance to the harbor is the first land sighted from the deck of ocean steamers, just 80 hours run from the British Isles. The boldest and astutest French military and naval engineers of the last century selected this place in preference to Sydney, and under the walls of the most formidable fortress the New World has ever seen, erected at a cost of \$6,500,000, a respectable trade with New England, the Mediterranean, the Gulf of Mexico and Quebec sprang up. To such an extent did this place flourish as a shipping point and military station, that a powerful English Armada was fitted out and hurled against the town. The rest is a matter of history; the ruin and desolation of the place have been long since forgotten; the wealth, population and mercantile marine of this strategic town have disappeared, and nothing but a fishing village remains. At this time, however, the foundations of an important trade are being laid, the Canadian Pacific Railway Co. is connecting the place with the Pacific ocean by telegraph; a short line of rail, anticipatory of a stream of passenger travel, is being surveyed to the Gut of Canso, as a connecting point with the Intercolonial railway system, and the Dominion Coal Co. of Boston are approaching the town with the railway alluded to, besides taking in hand the equipment of the place with plant suitable for cheap and rapid coaling purposes. Connected with eight collieries and coal fields, containing some 3,000,000,000 tons of coal of high evaporative power, the merest tryo in trade matters can see at a glance that this port must—the change of trade routes that is now silently taking place considered—over-shadow Newport. Ship owners may then with confidence recognize Louisburg as a coaling place, at once economical, safe and convenient at all seasons of the year. In case any should doubt the accuracy of our statement that the harbor is free from ice in the winter months, we have sought evidence on this point and present below

EXTRACT FROM THE TESTIMONY OF THE HARBOR MASTER.

LOUISBURG, FEB. 12TH, 1894.

"It is impossible for me to name any time during the winter months when it would be difficult for steamers to get into Louisburg for bunker coal. I may say that during the winters of 1882 and 1883, when the Sydney &