

In such an event this railway might be opened for traffic by the end of the year.

The Marine Transport Railway can be constructed in two and a-half years, and perhaps less, if commenced simultaneously with the Cape Railway. Considerable time will be required to consolidate the earthworks before commencing on the permanent way.

In addition to the subsidies before mentioned, I ask, on behalf of the company the following privileges :—

The entry free of duty of all rails.

The entry free of duty of such materials and machinery required for the hydraulic lifts and other purposes as are not made or manufactured in Canada.

The carriage free, of all such materials over the Government Railways.

In conclusion, I have to inform you that a Bill has been filed by me for the incorporation of a Company to be styled the "Chignecto Marine Transport and Cape Railways Company," with a capital of \$5,000,000, for the construction, equipment, operation, and maintenance of the above Railways, and to obtain from Parliament all necessary powers to acquire lands and carry out the said undertakings either separately or combined ; and that in the event of the Government desiring a location of the Cape Railway, other than that alongside of the Marine Railway, the Company will adopt any other location approved by the Chief Engineer of the Government Railways, separate and apart from the Marine Railway.

The Company will place a suitable steamer for Ferry purposes, between the terminal stations of the railway across the Straits of Northumberland, and will run the same in connection with all through trains at least twice a day during the season of open navigation, for the sum of eight thousand dollars for the season.

In regard to winter service, the Company will make a more definite proposal after observations have been taken and trial trips made.

I have the honor to be, Sir,

Your obedient servant,

H. G. C. KETCHUM.

As a member of the above company, I will engage and undertake to carry out the steamboat arrangements above referred to.

R. G. LUNT.

OTTAWA, Feb. 13th, 1882.

THE HONORABLE

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

Minister of Railways and Canals.

SIR,—I beg to offer the following reasons for combining the Cape Railway with the Marine Transport Railway :

1. The Docks of the Marine Railway are proposed to be commodious enough to accommodate a large railway business other than that of the transportation of vessels. For instance, an entirely new outlet and shipping port will thus be provided on the Gulf of St. Lawrence at Tidnish Head by rail for the collieries of Spring Hill and the "Chignecto," "Blyght," "St. George" and "Styles" mines on the River Macan.

2. If the Cape Tormentine Railway be carried alongside as proposed and con-