

The only means of transport, which at present exist, are during the summer season, by sailing vessels, and during the winter, when navigation is closed, by sleds over country roads; lumber has to be floated a distance of over twelve miles before it can be delivered alongside ship.

The United States mackerel fishing vessels are now under the necessity of going a long distance from the fishing grounds to land their cargo, where it can be sent forward to Boston, Gloucester, &c.; the same can be said of the Nova Scotia vessels engaged in the same pursuit.

Herring, lobster, oyster, cod, &c., which find a Dominion as well as a foreign market, are often delayed and impaired in value because of such delay, &c. Grindstones, the principal market for which is in the United States, have now to be sent all around the Province of Nova Scotia to get to their destination, thus incurring large cost for freight, insurance and extra handling.

Salmon, smelt, bass and other fish which are exported fresh have now to be hauled long distances in carts and sleds before reaching the nearest station (Bathurst) on the Intercolonial Railway.

If the proposed railway were constructed there would certainly follow an immense development of the several industries which I have referred to. By its means thousands of tons of fish, lumber, grindstones, farm produce, &c., would be sent to the markets of the Dominion and the United States, over the Intercolonial Railway, and in return over the same road would come the flour, pork, meal, oil, and manufactured goods of Quebec and Ontario, and West India produce, manufactured goods, coal, &c., of New Brunswick and Nova Scotia.

The close proximity of Shippegan to Newfoundland warrants me in saying that that port would be the outlet through which a large trade would pass to that Island, and all of which would contribute to the Intercolonial Railway. It would be hard indeed to over-estimate the increase of freight traffic which would accrue to the Intercolonial Railway consequent on the building of the Caraquet Railway.

In view of this and in view also of the great impetus which would be given to trade generally in the locality affected, and from which the Dominion as a whole, would be benefitted in many ways, I venture to say that the scheme has more than ordinary claims on the consideration of the Government of Canada.

The present position of the scheme is: It has been granted a subsidy of \$3,000 per mile from the Government of New Brunswick, which, in accordance with an Act empowering them to do so, have agreed to enter into a contract with a company organized to build the road. The right of way is being secured on easy terms.

All that is needed to secure the prompt commencement and early completion of this important work and feeder of the Intercolonial Railway is a reasonable amount of assistance in the way of a money bonus or subsidy from the Government of Canada. I beg now to apply through you for such assistance. \$4,000 per mile, with the grant from the New Brunswick Government, together with what means the Company can otherwise raise will insure the building of the road. Trusting that your Government will feel warranted in giving the required loans.

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

HON. SIR CHAS. TUPPER, Minister Railways and Canals.

K. F. BURNS.

No. 30,869.

OTTAWA, 9th March, 1883.

MY DEAR SIR CHARLES,—I enclose to you Mr. Burns's application for aid towards the construction of a branch railway from Bathurst to Shippegan, and commend it to your favorable consideration.

Yours sincerely,

S. L. TILLEY.

SIR CHARLES TUPPER, Ottawa.