

# CHEAP READING FOR 1882.

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## CHIGNECTO POST AND BORDERER.

SACKVILLE, N. B., - DEC. 22, 1881.

—Guilean's trial still progresses.

—A MERRY CHRISTMAS to our friends and readers.

—Sir Charles Tupper made it hot and lively for Mr. Blake at Coburg on Thursday.

—Mr. Domville, M. P., protests in the Sun against the Pacific Syndicate making Boston and Portland their Atlantic terminus, instead of St. John and Halifax. "Canada for the Canadians."

—Mr. Rigby, Q. C. of Halifax, has been appointed a Judge of the Supreme Court of Nova Scotia, vice Judge DesBarres resigned. Mr. Rigby is a man of first class ability and will be a real acquisition to the Bench.

—The Maritime Railway meeting at Amherst on Monday was a very gratifying one to the promoters of the scheme. The people of Amherst appear to be aware that on its construction their town would swell into the magnitude of a leading Canadian city. We devote a good deal of space to the report to the exclusion of other matters.

—James Gordon Bennett's yacht, the "Jeannette," that he sent to the Northern seas has at last been heard from. She was crushed in the ice, June 11th, in lat. 77, lon. 154. The crew embarked in three boats, which were separated by wind and fog. Number 3, with eleven men, Engineer Melville commanding, reached the mouth of the Lena, September 19. Subsequently No. 1, with Capt. Delong, Dr. Ambler and 12 men reached the Lena in a pitiable condition. Prompt assistance was sent. No. 2 has not been heard from.

—The Government has scored another victory. The promised re-election is a long time coming and unless the Opposition do better work at elections than they have the past three years, they will have a slender chance of holding their own in 1883.

Mr. Guilean, the Government candidate, has been elected for West Northumberland by 68 majority. The vacancy had been created by the resignation of the sitting member, owing to ill health. The Government majority in 1878 was 88; in 1881 it was 69. This is an apparent decrease of 20, an expected result, as smaller votes are polled in bye-elections than in general elections.

Scott Act.

Mr. Wells entered on the trial docket of the Westmorland County Court, an appeal from the conviction of James Smith by Walter Cahill, Commissioner, for violation of the Scott Act. H. A. Powell moved to have the case struck off on the ground that no appeal lay from a conviction made under this act by a Commissioner. After a three hours argument the Judge ordered the case to be struck off the docket.

Church Opening at Point de Bute.

The New Methodist Church at Point de Bute was opened on Sunday last. The morning service was preached by Rev. Dr. Stewart; in the afternoon Rev. Mr. Dobson, of Portland, N. B., preached, and Mr. Duncan in the evening. Rev. Dr. Pickard, Prof. Burwash and Mr. Fisher assisted. The church, vestry and all was filled. The proceeds of the collections were \$62. On Monday morning a sermon was preached by Rev. Mr. Dobson, after which a sale of pews took place. The seats sold for \$400, more than the entire debt of the church, leaving enough to buy an organ. The Methodists of Point de Bute are to be congratulated.

SCH. ENTERPRISE.—Our Partners' board of directors, usually well informed, stated that the Captain and officers of steamer "Earl Dufferin" at the inquest did not give very satisfactory reasons for not going to the relief of the ill-fated vessel, and that they are severely censured for dereliction of duty. The Windsor Mail of a later date says:—

"Our report at the time, obtained from a reliable source, states that Capt. Tooker saw the wreck from the beach and ran a half mile to the pier for assistance. In the mean time the crew had left the wreck in their boat, which filled and disappeared. Capt. Tooker thinks if they had clung to the wreck they would have been rescued."

# Chignecto Ship Railway.

ENTHUSIASTIC DEMONSTRATION.

The Project Endorsed at a Mass Meeting.

## THE SPEECHES, ETC.

The Court House was quite crowded on Monday evening last, by the leading business men of Amherst, to discuss the scheme proposed by Mr. Ketchum, M. Inst., C. E., for a ship railway to connect the waters of the Gulf with those of the Bay of Fundy. The notice given was too short, to enable persons from the out-districts to receive it and attend. Hon. Senator Dickey, president, and J. Albert Black, Esq., of the Gazette, acted as Secretary. The Senator first referred to Mr. Ketchum's standing as an engineer—the promoter of the New Brunswick railway; the constructor of the Eastern Extension, and his connection with important railway works in Brazil; his opinions were entitled to respect. He wished to make a statement that has a bearing on this matter. He was one of the delegates at the Convention of seventeen years ago, that settled the terms of Confederation, and he wished to place it upon record, that it was a perfect understanding that the Bay Verte Canal should be constructed. In pursuance of that understanding the first administration adopted it as part of their policy, had surveys made, and sums placed in the estimates for its construction. That policy was afterwards changed and the work postponed, by the succeeding administration. We have to-day not only the claim that dates from Confederation, but the terms of Union with P. E. Island provided for steam communication to be kept up winter and summer. It was unfortunate that the Government did not make connection at the nearest point, and where winter communication has always been maintained, but undertook a costly experiment—the "Northern Light." The result is what at the time was apprehended—a failure. The result of this failure is that an agitation has arisen to compel the Government to perform their agreement by establishing steam connection by the Capes. Mr. Ketchum's scheme embraces both the objects of the Canal and the Capes railway. Many persons are incredulous as to its practicability. He (the Chairman) was not an engineer, but he could state that the scheme was endorsed by some of the foremost scientific men of the age. Mr. Ketchum proposes to connect the waters of the Gulf of Fundy with the Bay of Fundy by a hydraulic lift. He (the chairman) made a statement in Parliament some time ago as to the power of hydraulic lifts and some of the hon. gentlemen were somewhat skeptical, until he pointed out to them the lift at Amherst, on the River Weaver in Cheshire, where vessels are raised to and from the canal and river, not ten feet as Mr. Ketchum proposes but fifty-three feet. He is a bold man who will set limits to the resources of engineering science. Mr. Ketchum is present and he would invite him to explain what he proposes to do and how he proposes to do it. (Cheers.)

MR. KETCHUM.

was received with cheers. Two events, he said, had induced him to revive a project broached some years ago, the first being the agitation in favor of the Capes Railway, and the second the progress of Captain Ead's Ship Railway across Newfoundland, 100 miles of which was informed has already been graded. The estimated cost of the Canal was \$8,500,000. Many persons believed, however, the cost would reach \$12,000,000. If you can accomplish every object for which the Canal was designed at one third the cost, you may have reason to congratulate yourselves the Canal was not constructed. To that saving may be added \$400,000 per annum cost of repairs and maintenance saved. He was desirous of getting the government to locate the Capes' Railway that it could be made subservient to the purposes of the Marine Railway, first in its construction and afterwards in its operation. A Marine Railway across this isthmus was not novel with him. Some twenty-five years ago, Mr. John Woodward, of St. John, proposed it to him (Mr. Ketchum) for behoofers, but he confessed he saw difficulties. Twenty-three years ago the Thames Graving Docks came into operation and their practical operation since then is undoubted. It has been said the river in them would freeze in winter and destroy them. To this he could only say they would not be in operation in winter and the water would be let off. Has there ever been a marine railway in operation? Yes. As long ago as forty years, before the Pennsylvania Railway was built, large boats were hauled on rails thirty miles between Hollidaysburg and Johnstown. There had also been other marine railways, but this was the first occasion to which hydraulic lifts were utilized for such purposes. He did not propose to carry vessels of 5,000 or 6,000 tons, but only coasters and the ordinary lake propeller—vessels up to 1,000 tons. He had no doubt whatever, not only that a road-bed could be made sufficiently firm to carry these vessels and cargoes, but that locomotives exist that could haul them. There are locomotives on the I. C. R. capable of doing it. He then referred to the cheapness of water

transportation. It costs \$0.75 to carry a ton by rail 100 miles. For \$0.75 a ton can be carried by water 500 miles. Hence when water and rail are competing, water will always hold its own for bulky articles. (Cheers.)

Hon. C. J. Townshend moved a resolution:

That the construction of the railway from Amherst to Cape Tormentine by the Government in pursuance of the terms of union with P. E. Island, is necessary to the development of the resources of the country, &c.

Mr. Townshend referred to the resolutions passed at the Tidalist meeting which have been fully dealt with in these columns.

The complete and entire failure of the "Northern Light" scheme rendered it a duty devolving upon the country to build the Capes' railway without further delay. That work must now go forward. Besides its immediate object, its results would be most beneficial in building up and developing our local resources, and taken in connection with the Marine Railway was a matter of the first importance.

JAMES S. HICKMAN, ESQ.,

seconded it in a humorous and enthusiastic speech, which was received with repeated rounds of applause. He believed the scheme to be perfectly feasible. If carried out it would prove of the greatest advantage to the country. Nature has provided a place to build it; nature has given us the coal and stone, the lumber and plaster, to carry. We have great maritimes and shipping interests which would receive a vast impulse. The North Shore and P. E. Island, by the short cut to the South, would be immensely benefited. Mr. Ketchum was entitled to all the support and encouragement they could give him. He never knew before we were entitled to the Canal by Confederation, and he contended this was the time to press for their rights, and at the same time give the country a great public work that would yield them, and their children after them, means for developing the great natural resources of the country.

JOHN MR. BLACK

moved the following:

Resolved, that a railway for the transport of vessels, laden or unladen, across the isthmus separating the head waters of the Bay of Fundy from the Gulf of St. Lawrence would, in addition to these advantages, stimulate the industries and shipping of the district bordering upon the Bay and Gulf, respectively, as well as P. E. Island, with the adjacent fisheries, and otherwise largely benefit the trade of the Dominion.

He would assume, first, that the project is feasible, and second, that the tolls would be moderate. Large quantities of perishable and bulky articles of produce are raised in P. E. Island and the portions of N. B. and N. S. bordering on the Strait. Few districts can be named which have increased their surplus farm products as has the Parish of Botsford. The Gulf Shore of our own County possesses equal natural advantages, but one or more persons have gone from every house to the United States—a state of things which would not exist had there been accessible markets. It has been said that it costs \$2,000 to raise a parcel of manhood's estate. If it cost only half this sum, and he leaves us on arriving at this period, how can the country improve? It is as if a culture were at its vital. Not only are our agricultural interests, but many others, lying at rest for want of an outlet such as this highway would afford—the griststones quarries of Bay Chaleur, the quarries of Wallace, and the coal of Pictou. During the past summer a loaded vessel lay at Wallace windbound for ten days, when if this railway had existed, she could have been taken to the Gulf in four hours, and within three days have reached Boston. There is now no local competition; we have to compete with the markets of the world, in the prices of our apples, beef, butter, &c. But P. E. Island would be the great beneficiary by this road. Last season \$300,000 worth of potatoes were shipped from that province, requiring, at an average of 4,000 bushels capacity each, 187 schooners to carry them. Who can estimate the benefit to the Island for the single product for one season. He instanced one cargo of potatoes which came under his notice. The vessel was delayed for days in the Strait, and finally got to Rockland, Me., with a rotten cargo. With this railway vessels can make two trips from P. E. Island to the United States, in many cases, where they now make but one. The road would benefit agriculture largely, and to do this is to benefit all other interests. He referred to the increase of traffic on the I. C. Railway beyond all conception, and believed that this avenue once open there would be such an increase of business upon it as we do not now dream of. He made a slight allusion to the Tidalist meeting, which he said his name had not been very well taken. Had they known that he had taken the only opportunity he had of speaking in favor of the Cape Tormentine Railway, they would not have charged him with indifference. Respecting Mr. Hickman's remarks on the abolition of the Legislative Council, he entirely concurred with Mr. Ketchum. Let the people of P. E. Island awaken, as they have not yet sufficiently done, and unite with us to press for this work, and there will be a strong probability of its construction. Everything is now favorable. Money is plentiful, agricultural products are rapidly increasing, new industries are being opened up, and there is certainly good reason to press for the construction of this important work.

DR. K. TUPPER,

in seconding the resolution, said, that as one who was directly interested in having this meeting called, it might be well to explain that it had been held at short notice, in order to have the presence of Mr. Ketchum, and for this reason there

him, and had voted for its abolition since his appointment to the Council.

Capt. R. Lowerison seconded the resolution, and it passed unanimously.

W. M. FULLERTON, ESQ.,

moved the next resolution, viz:

That having been informed of a proposal made by H. G. C. Ketchum, Esq., C. E., to the Dominion Government, to undertake the immediate construction of the line to Cape Tormentine, in conjunction with the said Marine Transport Railway, on securing a reasonable guarantee or subsidy, this meeting is of opinion that it would be in the public interest to grant such aid to these important undertakings as may be agreed with the promoters of the enterprise and be justified by the finances of the country.

This resolution had been put in his hands by Mr. Tipes who had been unexpectedly called away. The way in which it is proposed to carry out this work is the only feasible one. The Baie Verte Canal was advocated as of great benefit to the country generally. That part of the route, viz, the Marine Railway, could be built for one-third the estimated cost of the Canal. In pressing the Government for the road we are only asking it to carry out pledges made when we entered Confederation. When we see what it is to be carried on this railway, and the new interests constantly springing up, we cannot but be convinced of its necessity. As Mr. Hickman says, we got none of the fishery money, and as if to remind us of a great whole come ashore at Northport, near one of the proposed termini, there had not been an opportunity of notifying people of Bay Verte and others from a distance who would gladly have joined us. With regard to the Marine Railway, he had looked carefully into Mr. Ketchum's proposals, and having some knowledge of engineering, he could say that he saw little difficulty in the scheme. He would like, however, for Mr. K. to state the method he proposes for drawing ashore a great whole come ashore at Northport, near one of the proposed termini, there had not been an opportunity of notifying people of Bay Verte and others from a distance who would gladly have joined us. With regard to the Marine Railway, he had looked carefully into Mr. Ketchum's proposals, and having some knowledge of engineering, he could say that he saw little difficulty in the scheme. He would like, however, for Mr. K. to state the method he proposes for drawing ashore a great whole come ashore at Northport, near one of the proposed termini, there had not been an opportunity of notifying people of Bay Verte and others from a distance who would gladly have joined us. 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