

Massachusetts, New York, and all along the frontier of their settled Colonial possessions. The capture of the place during the above year by an expedition from the Colonies, mainly inspired by Governor Shirley, gave rise to immense rejoicing; but it is a well established historical fact, and one bearing on the point under review, that this military expedition was delayed for some time in making the attack on Louisbourg by ice impeding the entrance to the harbour. This fact is alluded to in McMullen's History of Canada in the following words:

"A merchant, William Pepperwell, of Maine, was appointed to the chief command, and counselled by Shirley to see that the fleet arrived together at a precise hour, to land the troops in the dark, and take the town and fort by surprise. *The ice from Cape Breton was drifting in such quantities as rendered further progress dangerous*, and the fleet was detained many days at Canseau, where it was joined by Warren, who had in the meantime received orders from England to render all the aid in his power possible to Massachusetts."

This scrap of history rather supports one of the objections raised to Louisbourg harbour; but it is only fair to say that its friends stoutly maintain that the ice-flow is no worse there than on other parts of that coast, and the counter-objection is made to Whitehaven that it is only some 80 or 100 nautical miles from Halifax, our present winter port, and that the gain in point of time in changing to Whitehaven would not counterbalance the other advantages which that city possesses as a point of departure.

As we have already stated, we have not before us data sufficiently full and reliable to decide between these counter-statements, nor is it necessary for the purposes of this article. We shall assume, for the purpose of argument, that Louisbourg is the most favourable of these two harbours, and make the comparison we propose to institute between that place and Shippegan, which, in

the summer season at least, we are inclined to think, enjoys the most favoured position for our purpose of either of the three.

The claims of these two places, on the score of *distance*, to be selected as the Canadian port of departure, vary considerably, Louisbourg having the advantage by sea and Shippegan by land. This will be seen at a glance by the following statement of distances as laid before Parliament by the Special Committee:—

## DIFFERENCE BY SEA.

Shippegan to Liverpool, via Belle Isle..	2,318
Louisbourg to Liverpool, via Innistahull	2,255

Miles in favour of Louisbourg ..	63
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## DIFFERENCE BY LAND.

Louisbourg to Quebec .....	810
Shippegan to Quebec .....	419

Miles in favour of Shippegan....	391
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This comparison inclines the scale towards Shippegan, for it would hardly pay to go 391 miles by land to save 63 by sea. But, in selecting such a port, other things besides mere distance require to be considered. In order to make connection with either of these places, more or less miles of Railway would have to be constructed. Shippegan would require a branch from the main line of the Intercolonial of about 45 miles; Louisbourg, from 150 to 160 miles, to connect it with the Railway system of the Dominion. Shippegan harbour could only be used for about seven months in the year; and even if it were free from ice longer, the Straits of Belle Isle would be too dangerous for Ocean vessels during that period of the year; whilst it is claimed that Louisbourg harbour is clear of ice all the year round, and could be used at all seasons with safety. Close by Louisbourg are the immense Cape Breton coal mines, from which steamships can be supplied with coal cheaper probably than in any other part of the globe. Its rival is destitute of coal, and so, it will be seen, each place has its advantages, which, were a decision about to be made, would