

CARAQUET RAILWAY COMPANY, N.B.

PROPOSED SUBSIDY, — \$3,200 per mile for thirty-six miles, in all not to exceed \$115,200.

Enclosures.

Letter from K. F. Burns, M.P., dated 3rd March, 1883, forwarded by Sir L. Tilley, 9th March.

Petition from inhabitants County of Gloucester, forwarded by J. J. Trudelle, P.P.

Letter from K. F. Burns, M.P., 9th April, 1883.

Letter from K. F. Burns, M.P., 2nd May, 1883, enclosing letter from E. Jack.

Report of Chief Engineer on letter from Mr. Burns, dated 3rd March.

Report to Council recommending the grant of subsidy in aid.

HOUSE OF COMMONS, OTTAWA, 3rd March, 1883.

SIR,—With a view to inducing the Government of Canada to grant a subsidy in aid of its construction, I beg to lay before you the following statement of facts connected with the proposed line of railway from a point on the Intercolonial Railway to the harbor of Shippegan in the eastern part of the County of Gloucester, in the Province of New Brunswick.

The proposed line would be forty-five miles (45) in length.

It would follow the shores of the Bay des Chaleurs and pass through Salmon Beach, Janeville, Clifton, New Brandon, Pockshaw, Grand Anse, Upper and Lower Caraquet and tap the harbor of Shippegan, one of the best on the Continent, at a point where vessels of the largest class could lay afloat, at all times of the tides, in perfect safety. It would pass through a populous country, in fact through a continuous settlement embracing many and important business centres. Including the parish of Bathurst, there is at present a population of about eighteen thousand living along the proposed line, or say an average of about four hundred to the mile. The volume of trade carried on and in close proximity to the proposed line is already very large, though hampered greatly by the want of facility for transportation.

The fisheries of the Bay des Chaleurs and adjacent waters are not second in importance to any others in the Dominion, or indeed to any in the world. The quantity (and value) of the codfish, mackerel, herring, lobster, salmon, bass, smelt, trout and oyster and other descriptions of fish which are caught and exported from the ports of Shippegan, Tracadie, Caraquet, New Brandon and Bathurst, with what is taken in boats to the several towns all along the coast of the Gulf of St. Lawrence and its various inlets, is of very considerable magnitude.

A large percentage of the population of the section of the country to be traversed by the road is employed in prosecuting those fisheries.

Those engaged in such employment are chiefly French Acadians, and are a most industrious and deserving class. There is a large fleet of fishing craft, and generally speaking a large amount of capital employed in carrying on this most important industry in this portion of the Dominion.

The undeveloped lumber resources of the country, contiguous to the proposed road are immense; even now there are mills at Caraquet and Pockmouche turning out about 6,000,000 square feet of sawn lumber annually. There are large forests of hemlock, the bark of which is constantly growing in value and always finds a ready market.

A large trade in grindstones is already being done in Clifton, New Brandon and Grand Anse, the export being about 3,000 tons, a quantity which is capable of great increase. The agricultural capabilities of the country are good, and the quantities of hay, oats, potatoes, &c., which are now raised, are quite considerable.

All these and the other unnumbered industries of the eastern part of the County of Gloucester are very much retarded and much less profitable than they should be, because of the want of a railroad.