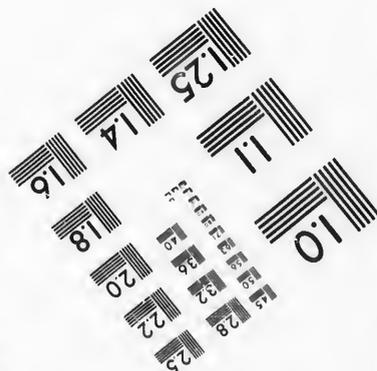
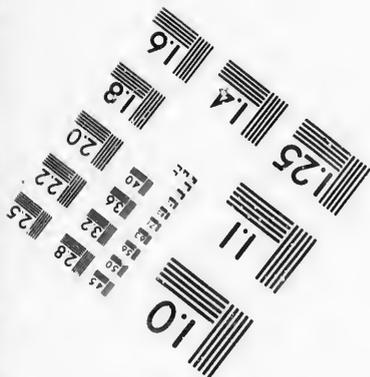
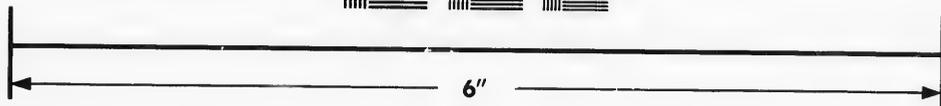
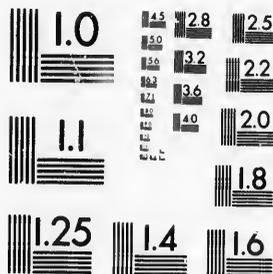


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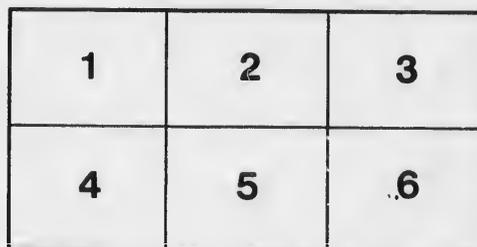
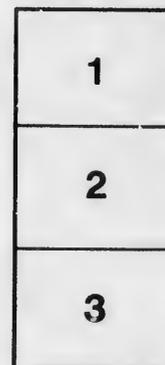
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EUROPEAN  
AND  
NORTH AMERICAN  
RAILWAY TERMINUS,

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SYDNEY, CAPE-BRETON,

THE NEAREST PORT IN BRITISH NORTH AMERICA TO EUROPE.

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SYDNEY:

PRINTED AT THE "CAPE BRETON NEWS" OFFICE.

1861.

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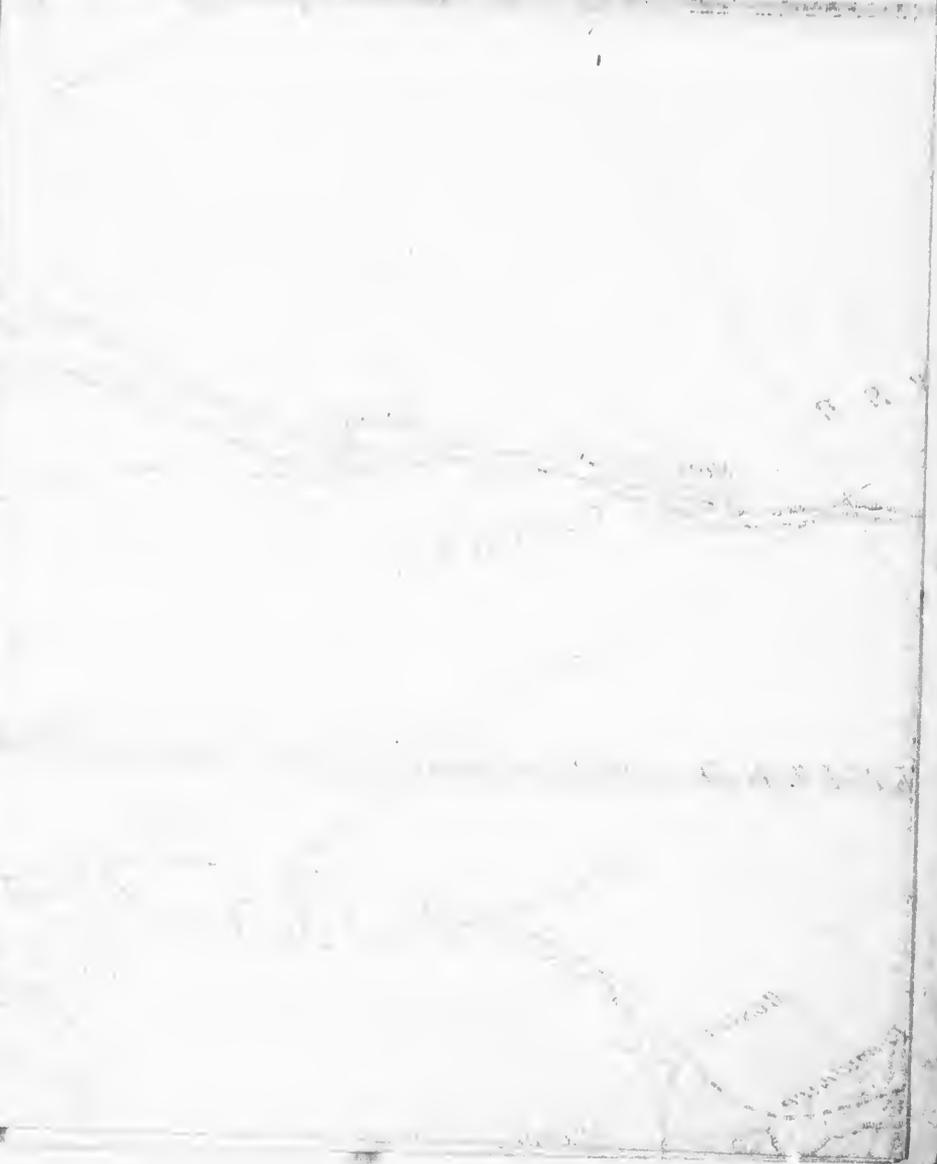
THE recent great improvement in Steam Navigation, the rapid establishment of steam communication between Europe and America and the contemplated introduction of Railways connecting the seaports of the Atlantic with the cities of the interior, have latterly called forth much speculation as to the most suitable Ports on this Continent for the arrival and departure of Steamers between those countries.

While several places on the Eastern shores of Nova Scotia have put in their respective claims, urging some peculiar advantage, the people of Cape Breton have ventured to publish, in the accompanying pamphlet the results of a Public Meeting held at Sydney, on the subject of the "Railway terminus." From the safety, accessibility and extent of the harbor of Sydney—the immense coal fields in its vicinity, and other advantages, they indulge the hope that whenever a survey is completed, the superior claims of Sydney will be acknowledged.

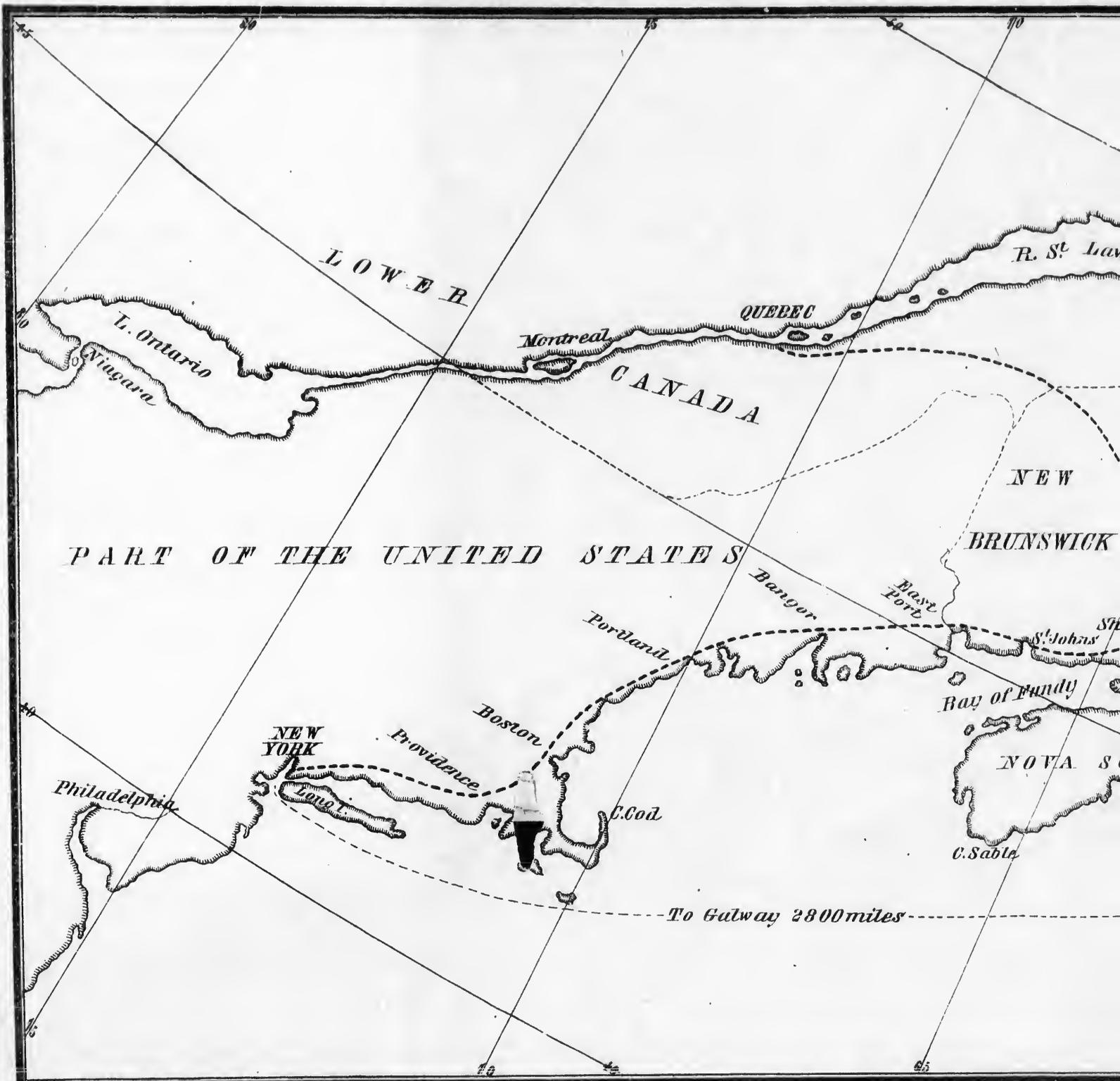
Sydney, Cape Breton, April, 1851.



THE HISTORY OF THE UNITED STATES OF AMERICA



SKETCH of the NORTH AMERICAN COLONIES shewing the



Engr. of W.C. Sharp 251 Wash. St. Boston.

SYDNEY, CAPE BRETON to N

Map shewing the ROUTE of the proposed RAILWAYS from



BRETON to NEW YORK & QUEBEC.

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SYDNEY, FEBRUARY 17th., 1861.

SIR,

You are hereby respectfully requested to convene a public meeting of the Inhabitants of the County of Cape Breton, at some early and convenient day to meet at the Court House at Sydney, for the purpose of taking into consideration the best means of developing the great natural resources of Cape Breton, and more particularly to point out the capabilities and advantages of the Harbour of Sydney as one of the termini of the projected "European and North American Railway" across the Provinces of Nova Scotia and New Brunswick.

To the HIGH SHERIFF of the County of Cape Breton.

[SIGNED BY]

The Hon E. M. Dodd, one of the Justices of the Supreme Court,  
Rev. C. Ingles B. A., Rector of St. Georges' Sydney,  
Rev. H. McLeod, M. A., St. Andrew's, Sydney,  
Rev. J. Jost, Wesleyan Minister,  
Rev. H. McDonald, P. P., Bras d'Or,  
Rev. Robt. Arnold, B. A., Vicar Holy Trinity, Mines,  
Rev. W. Y. Porter, B. A., Visiting Missionary,  
Rev. Mathew Wilson, M. A., Minister St. Andrews', Mines,  
Rev. H. McKeagney,  
C. E. Leonard, Custos Rotulorum,  
Peter Hall Clarke, J. P.,  
Capt. Wm. Ousley, J. P.,  
Nicholas H. Martin, J. P.,  
Hugh Munro, J. P.,  
J. D. Clarke, J. P.,  
Thos. Caldwell, J. P.,  
Thomas S. Bown, J. P.,  
C. J. Barrington, J. P.,  
John Bourinot, Consul of France,  
Thos. D. Archibald, Consular Agent United States,  
William Gammell, J. P.,  
Peter Moore, J. P.,  
Lauchlin Robertson, J. P.,  
Richard Brown, Agent of the General Mining Association,  
E. Sutherland, } H. M. Staff in Nova Scotia.  
S. Rigby, }  
Henry Davenport, Comptroller Customs and Navigation Laws,  
A. J. Babington, H. M. Customs,  
C. E. Leonard, Junr., Prothonotary,  
James Spencer, Clerk Peace,  
James P. Ward, Registrar Deeds,  
Robert Martin, Post Master,

T. Crawley, Commander R. N.,	John G. McKenzie, C. E.,
H. W. Crawley,	S. Richardson, A. B.,
D. G. Rugby,	D. Campbell,
Jas Armstrong,	Wm McQueen,
Robert Gray,	John A Moore,
John Barrington,	John McLean,
Alexander McKay,	B'owers Archibald,
William Corbet,	Samuel Grant,
Michael McKenna,	John Muggah,
Thomas Townsend,	Samuel Brookman,
John Lorway,	Charles Muggah,
Richard Logue,	John Ormand, Junr,
William Graham,	James Jost,
Robert Andrews,	H. B. Clarke,
John Walsh,	John Keefe,
Andrew W. Sellon,	S. H. Sellon,
James Dunne,	Thomas Walsh,
Peter A'Hearn,	Nathan. Spencer,
Lawrence Barry,	Francis Oliver.
W. E. Smith, Barrister,	E. R. Sutherland, Solicitor,
D. N. McQueen, "	A. O. Dodd, "
A. F. Haliburton, "	G. B. Watson, Principal Sydney
J. E. McDonald,	Acadamy,
Thos & Jas Jost,	E. P. Archbold,
Gammell, Moore & Co,	W. L. White,
T. E. Jeans,	Wm. Kynock & Co,
C. H. Harrington,	Alexr. McInnes,
G. E. Burchell,	Peter Mihan,
John Fergusson,	Owen Gillespie,
George Lewis, Junr.,	William Murray,
John Christie,	Archibald McKenzie,
James Matheson,	John McGregor,
John H. Christie, Junr,	Charles McDonald,
Robert Hamilton,	Benjamin Carr,
Edward Carr,	Angus Anderson,
Jacob Vickers,	William Turnbull,
Angus Matheson,	Kenneth Dunn,
George F. Leonard,	Michael Florian,
John Dunphy,	John McKenzie,
John Woodill,	John Le Crass,
J. G. Pooley,	Jacob S. Ingraham,
Henry McKeagrey,	Donald McNiven,
James Jordan,	James Anderson,
William Fraser	Robert Emsley,
James Coleman,	James Dunbar,
William Woodill,	Daniel Thompson.

In compliance with the foregoing Requisition, I hereby give notice that a public meeting of the Inhabitants of this County will be holden at the Court House, in Sydney, on Thursday next, the 27th Inst, at 11 o'clock, forenoon, for the purposes therein named.

RICHARD GIBBONS, Jr.

Sheriff of the County of Cape Breton.

Sydney, 20th February, 1851.

On Thursday, 27th February, the largest and most influential meeting ever assembled there, was held in the Court House at Sydney.

In the absence of the High Sheriff, who was unexpectedly called to another part of the County—

CHARLES E LEONARD, Esquire, Custos Rotulorum, was requested to preside :

The Chairman having called the Meeting to order—

The Hon. Mr. Justice DOND stated at large the objects for which the Meeting had been called, and then proposed—

*Resolution :*

WHEREAS public attention has been for some time past engaged in considering the speediest and most practicable line of communication by Steam between Europe and America, in connection with a line of Railway across the Provinces of Nova Scotia and New Brunswick,

And whereas it is the opinion of this Meeting that a large amount of valuable information in connection with the capabilities and advantages of Cape Breton, bearing upon this important subject, which has not been brought before the public in this country or in Great Britain, can readily be obtained; and this meeting being also of opinion that the General resources of this Island, not limited to its valuable Mines, Minerals, Fisheries and Agriculture, but extended to many other sources of internal improvement, might be made available for useful purposes in promoting Colonization, Emigration and Manufactures, if more generally known,

*Resolved,* Therefore, that a Committee be appointed to prepare a Report embracing these several subjects, more particularly with reference to connecting this Island by Steam Navigation with the Mother Country, and by Railway with the United States and Neighboring Colonies, and to put the same in general circulation.

P. H. CLARKE, Esq., Agent for Lloyds, having seconded the Resolution it passed unanimously.

RICHARD BROWN, Esq., Agent of the General Mining Association, proposed

*Resolution :*

That the following Gentlemen be a Committee for carrying out the objects named in the foregoing Resolution.

The Hon. Mr. Justice Dodd, ; The Hon. J. McKeagney, M. E. C. & M. P. P. ; W. H. Munro, Esq., M. P. P. ; Jas McLeod, Esq., M. P. P. ; C. E. Leonard, Esq., Custos ; P. H. Clarke, Agent for Lloyds ; Richard Brown, Agent of the Mining Association ; T. D. Archibald ; J. Bourinot ; E. P. Archbold ; P. Moore ; G. H. Gesner ; Capt Ouseley . H. Davenport ; E. Sutherland ; H. Munro ; N. H. Martin ; Wm. Gammell, Thomas Bown ; D. N. McQueen ; A. F. Haliburton ; L. Robertson ; John Fergusson ; D. B. McNab, & J. Robertson, Esquires, which being seconded by Thomas D. Archibald, Esq., Consular Agent of the United States, was adopted.

On Motion of HENRY DAVENPORT, Esq., Comptroller Customs and navigation Laws, seconded by JOHN BOURINOT, Esq., Consul of France,

*It was Resolved :*

That a subscription List be opened for the purpose of defraying the expenses incident to publishing the report,

The Honorable Mr. Justice Dodd, Messrs. Brown, Archibald, Davenport and Moore, were then appointed a Sub Committee to report on "Railways and Steam Navigation," and their Report having been approved by the Committee is now presented to the public.

**REPORT.**

The select Committee appointed to enquire into the capabilities and advantages of the Harbor of Sydney as one of the termini of the projected "European and North American Railway" have inquired into the matter referred to therein, and agreed upon the following report.

Although the magnificent Steamers employed by Mr. Cunard, under contract with the Lords of the Admiralty, and more recently by Mr. Collins, under contract with the United States Government, have reduced the voyage across the Atlantic to almost a nine days' certainty, your Committee are of opinion that a route can be pointed out which will shorten the voyage by at least one fourth, and thus satisfy the great and increasing anxiety manifested in Great Britain as well as in the United States to obtain the most rapid means of communication between Europe and America.

In the Summer of 1850 a Convention was held at Portland in the

United States, which was attended by persons of great influence in the Union, by Delegates from the British Provinces representing their respective Governments, and others deputed to further particular local interests in the Provinces of Canada, New Brunswick, and Nova Scotia proper. Cape Breton was not represented, but some of the Delegates remarked on her important position on the Map of North America.

A series of Resolutions were adopted declaratory of the unanimous opinion held in the United States and British Provinces that the "SPIRIT OF THE AGE DEMANDS" a shorter way of interchange between Europe and America than even the present reduced passage affords, a determination to effect a junction by extending the lines of Railway at present in operation in the United States to the Eastern sea board of Nova Scotia, and thence by "bridging the Atlantic with powerful Steamers" to some place in Ireland.

It appears to your Committee this object can only be accomplished by a route which crossing the Atlantic at its narrowest part, obtains a footing on the most easterly point of America, and *shortens the sea* by adding to the extent of land travelling, since Ocean Steam Vessels have not yet exceeded an average speed of *twelve and a half miles per hour*, whilst the Locomotive can easily accomplish *Forty Miles*.

Cape Breton from its geographical position has been very generally designated in the United States the "LONG WHARF OF AMERICA," a truthfulness of description peculiarly significant of the sagacity of its people; situated between  $59^{\circ} 38'$  and  $61^{\circ} 40'$  West Longitude, and  $45^{\circ} 27'$  and  $47^{\circ} 5'$  North Latitude, its greatest length about one hundred and its greatest breadth eighty miles, comprising an area of about 2,000,000 acres, of which at least 1,200,000 are fit for cultivation, abounding with Mineral wealth, the most important of which consists of extensive Coal fields; with a climate singularly healthy, and a population estimated at 70,000, engaged principally in Agriculture, Mining, and the Fisheries—it is unquestionably one of the most valuable possessions of the British Empire.

The Island has several good Harbours, including Sydney on its eastern, and Louisburg on its southern sea board; the latter has been named with Halifax and Whitehaven in Nova Scotia proper as suitable for the terminus of the proposed "European and North American Railway;" all these, except Sydney, being situated on the Southern Coast are much infested with fog during the Summer months, which subjects all Vessels to great danger, and Steamers, to much loss of time in consequence of the caution it is necessary to use when approaching the Land. Louisburg is the nearest to Europe, being only 1940 Miles from Galway; Whitehaven is 2,000 and Halifax 2120 Miles from the same place. Sydney is 1950 Miles from Galway, and possesses so many advantages over all these places that it must become the Summer terminus of this Railway, OR PAVE THE WAY FOR A COMPE-

### TING LINE DESTRUCTIVE OF THAT ORIGINALLY PROPOSED.

It is true the Navigation of Sydney is impeded by ice, generally from two to four months in the Winter, an objection which will be shortly disposed of, whilst Louisburg, also an excellent harbour, is open nearly all the year round. In this respect however it possesses no superiority over Sydney since a Railway route from either place must cross the Gut of Canseau, which is not navigable during some of the winter months. Sydney, as will be shown in the sequel, being infinitely preferable to Louisburg—Halifax and Whitehaven alone remained to be considered. Suppose a steamer to run at an average speed of 300 miles per day, Sydney can be reached in 6 days 12 hours—Whitehaven in 6 days 16 hours, and Halifax in 7 days 2 hours, from Galway. The detention caused by fogs when steering for these latter Ports, as well as Louisburg, will average *Eighteen hours*—making the total of time consumed in the Voyage

To Louisburg, . . . 7 days 6 hours;  
 Whitehaven, . . . 7 days 10 "  
 Halifax, . . . 7 days 20 "

Sydney can therefore be reached in less time than

Louisburg, 18 hours;  
 Whitehaven, 22 hours,  
 Halifax, 32 hours.

Sydney, as has been already stated, is impeded by ice in the winter; an objection from which the other harbours are not at *all* times entirely free, but which must be disposed of before proceeding further.

It appears to your Committee in the first place very questionable whether a Railway across any part of Nova Scotia can be used during the winter on account of the frequent and heavy snow storms. Passengers arriving at Halifax, even in that season of the year, will in many cases prefer going on direct to New York by a Steamer, to risking a land journey of some hundreds of miles, liable to be stopped by snow drifts in the forests of Nova Scotia and New Brunswick, as well as in the United States. In the second place very few persons cross the Atlantic in the Winter months, as may readily be ascertained by noticing the arrivals of the steamers, which often come out with only 20 or 30 passengers, whilst in the Summer months they are as often crowded to excess.

If then it can be shown that the number of persons who now travel between Europe and America—a number likely, with greater facilities, to be vastly increased—can do so with greater safety and dispatch by the Sydney than any other route. If, for example, 150 persons arriving at and departing from Sydney once or twice a week, during eight months of the year; can save but one day more than by any other route that has been yet proposed across the Atlantic, it seems but fair and reasonable that these—the great majority of travellers—should have the

advantages it manifestly offers; thousands of Summer voyagers should not be deprived of such great advantages, merely because a few who are reluctantly compelled to cross in the Winter cannot enjoy the same. It may then be fairly conceded that for all practical purposes, Sydney is as favorably situated in this respect as either Whitehaven or Halifax.

The entire southern coast of Cape Breton and Nova Scotia from Louisbourg to Cape Sable, is indented with deep bays and valuable Harbours, but unfortunately during the Summer months, thick fogs prevail to such an extent as to render those difficult and dangerous of access for vessels. The care and anxiety occasioned can be conceived only by those who, having made a fine run of perhaps seven or eight days across the Atlantic, at the very moment when they are expecting to make the land, are suddenly enveloped in a dense fog, and compelled to stand out to sea again until it clears off, or grope their way into the destined port at the most imminent risk both of the vessel and their own lives. Nor is this the only disadvantage the Southern Coast labours under—the water does not gradually shoal off, but is generally deep close in shore, which through its entire length abounds with dangerous reefs and sunken rocks, vessels may, therefore, in a thick fog get close in with the land, and after a mistake is discovered, be unable to get clear off again without great difficulty and danger.

Probably no port can be found either in Europe or America out of which any master of a vessel has sailed for a period of Forty years (making inwards from 5 to 11 voyages, and outwards the same number annually) who has never been detained from getting into or out of it by fog, *even a single hour*, during the whole period,—yet this fact is declared to by persons whose respectability no one can question,\* as having occurred at Sydney. Not only is the harbour itself free from fog, but the coast for thirty miles to the Eastward of it enjoys the same immunity. The dense fogs which envelope the Southern coast of Cape Breton, in common with Nova Scotia, rarely penetrate inland; they are seldom seen more than five or six miles to the Northward of Scattarie Island, at the eastern extremity of Cape Breton, from thence stretching North Easterly in the direction of Newfoundland, they leave the sea and coast North Westerly perfectly clear. One striking feature connected with this subject must have been observed by almost every traveller who has made a sea voyage from any Southern harbour; he has left in a cold raw fog, run down to Cape Breton—with a Southerly wind, rounded Scattarie to the North Westward still in Egyptian darkness from fog, when having arrived off Mire Bay or Flint Island he suddenly emerges into bright sunshine, with the Light House at the entrance of Sydney harbour before him, and in the distance the lofty promontory of Cape Enfame. It is also important to remark that the nature of the sea bottom affords certain indications of a Vessel's position

\* See Appendix. (A.)

when arriving off Cape Breton from the Eastward either in the night or in a fog; that to the Northward of Scattarie Island being sandy, whilst on the Southward it is hard and rocky; so that a vessel having run her distance from any point, and having ascertained by these means that she is to the Northward of Scattarie, there need be no hesitation, she may be steered boldly for Sydney, certain of clearing the fog long before she reaches the Port; or should it be in the night the shore may be skirted by soundings, which are remarkably regular and shoal gradually in towards the land—of this any nautical man may satisfy himself by inspecting a good chart of the Coast.\*

The Harbour of Sydney has been characterised by seamen acquainted with it, as "one of the best in North America"—approaching it from the Eastward a Vessel rounds the Light House at "Low Point," and steers in a direction W. S. W. up the Harbour a distance of five miles, having a bold shore both on the larboard and starboard. At the entrance the width is more than two miles, which gradually contracts to about 1 1-2 mile at the before named distance; here a sand beach runs out from either shore narrowing the entrance to the inner Harbour to 3 1-4 of a mile; it now branches off into two arms, one running in a Westerly, the other a Southerly direction. Each of these arms is a capacious Harbour of itself, their lengths being 5 and breadths 1 1-2 to 2 miles. On the North shore of the first Arm and six miles from the Light House is the rising Town of North Sydney, where very extensive means are found for furnishing repairs to Shipping and all requisite supplies. The extensive fleets engaged in the Timber Trade of Canada and the Lower Provinces are attracted to this place for these purposes—and here also are situated the extensive shipping wharves of the General Mining Association of London. At the head of the other Arm is Sydney; the capital of Cape Breton, with its Barracks, Custom House, and other public offices connected with the various branches of the Imperial and Colonial service. The depth of water at the entrance is ten fathoms—and throughout the depth varies from eight to eleven fathoms.—There is neither a rock nor a shoal in any part except a trifling ledge on the Eastern shore about one mile within the light and a quarter of that distance from the shore. Ships of the largest class can *beat* up the harbor with contrary winds, and stand close in to either shore, whilst the anchorage is excellent, the bottom generally stiff clay or hard mud. The capabilities of the harbor must be very great when frigates and line-of-battle ships can *beat up* it ten miles and anchor within one-fourth of a mile of the battery, as did H. M. S. Wellesley 72, bearing the flag of Admiral the Earl of Dundonald, in 1819.

\* Captain Bayfield R. N., having just completed a Survey, on application to the Secretary of the Admiralty doubtless every information may be obtained, if the Charts are not published.

There is yet one advantage EXCLUSIVELY POSSESSED BY SYDNEY, which entitles it to claim superiority over all other harbors on the Atlantic Coast of America, as THE GREAT CENTRE FOR STEAM NAVIGATION. The Sydney Coal Field, commencing at Mira Bay on the East extends to the Great Bras d'Or on the West, and occupies an area of *two hundred and fifty square miles*. The harbor runs through the centre of this valuable coal field. Extensive mines have long been worked on the Northern shore of the Western arm, which can supply any quantity of coal that may be required.— This coal has been used by the Cunard steamers since the first establishment of the line ten years ago; it is also used by the British steam frigates on the North American station, and by the French Government steamers engaged on the Newfoundland station. It was shipped to Lisbon, and used by the Peninsular Company some years ago, who highly approved of it—and it is also in use on the Brazilian coast, and in the Ports on the Pacific.\*

The coal is sold at the rate of 10s. sterling per ton and delivered on board with great despatch. The importance of these mines in the event of Sydney becoming one of the termini of the proposed "North American and European Railway" cannot be over estimated.

Your Committee assume that a large Steamer running 300 miles per day, would use in that time 75 tons of Coal. She would therefore consume 700 tons in the whole voyage from Galway to New York. If the vessel made Sydney a Port of call, 500 tons only would suffice—she would consequently have room to bring out an additional freight of 200 tons of Goods, which at £7 per ton would be £1400 sterling clear gain to the owners or charterers as the case may be. On the vessel's arrival here, the Passengers may proceed by Railway, whilst the vessel can take in a sufficiency of Coal to carry her to New York and back to Sydney, say 500 tons—a further supply of 500 tons will be required for the return voyage to Galway.

The 700 tons necessary for the return voyage will cost at Sydney £350; if purchased in New York, it would be £1050, making a saving by calling at Sydney to Coal of £700; this added to £1400 additional freight earned, will make a clear gain of £2100 sterling upon one complete voyage from Galway to New York and back *via* Sydney, any additional freight shipped at New York not included. Consequently a steamer making six voyages in the eight months *via* Sydney, would earn at least £12,600 more than if she went by the present direct route to and from New York.

Sydney offers extraordinary facilities for carrying out an object which is at this time urgently pressing itself on the attention of the people in Great Britain and Ireland, viz: the emigration of their surplus popu-

lation. The number of emigrants from Ireland, alone, embarked at Liverpool, in the last year, has been stated to be 163,000; and it has been also asserted that the deprivations and sufferings of these unfortunate people "*beggars belief*"—it has been compared to the "*slaver's middle passage*". No question can exist that large numbers of persons cooped up in any ordinary passenger ship, no matter how well regulated, must on a tedious voyage of six or eight weeks duration, undergo great suffering; when the voyage is extended beyond this period, and the emigrant is in one of those crazy old ships of which so many have run into Sydney in distress, it becomes perfectly horrible, and common humanity suggests some other means of transport. It has been proposed to employ large and powerful steamers to supersede the sailing vessels entirely—these running to the North American Possessions in six or seven days would do so effectually. *So safe and rapid a passage cannot any where else be accomplished*, as a mere glance at the position of Cape Breton on the Map of North America must convince the most superficial observer; it could not be more favourably situated, being at the utmost, within 2 days by steam of all the following Ports, Saint John's, Quebec, Charlottetown, Prince Edward Island, Pictou, Halifax, Shediac, Richibucto, Miramichi, the Bay of Chaleur, and all the other ports in the Colonies bordering on the Gulf of Saint Lawrence.

Immigrants usually come out during the Summer months—that is from April to November—when the Harbour of Sydney, as well as all the ports and Rivers in the Gulf are open. The entire absence of fog is an important consideration for a vessel crowded with hundreds of human beings, making the land; whilst the safety and rapidity of the voyage must induce many to emigrate who have hitherto been deterred by the barbarities and sufferings attendant on an ordinary sailing passage, and the numerous accidents which have, season after season, always occurred on the Coasts of America.

If Sydney were made the Port of call for these vessels, any passengers, Mails, or freight for Ports in Nova Scotia, New Brunswick, or Prince Edward Island, might be forwarded by one or two smaller Steamers employed for that purpose, which would be also useful in securing return passengers and freight, whilst the larger vessel proceeds onward to Quebec with the great bulk of her passengers and cargo. A great saving both of fuel and of time would be secured by adopting this method. Assuming that a steamer, as has been before stated, consumes 700 tons of coal on a voyage from Galway to Quebec or New York, she will require only 500 tons to bring her to Sydney, and consequently can carry at least 300 emigrants additional, which, at £7 per head, would make the proceeds of the voyage £2100 over and above those of any direct voyage.\* Besides, on her return, say from Quebec, fuel

\* As these vessels would carry H. M. Mails, the restrictions imposed by 12 & 13 Vic. c. 33, would not apply to them. See section 4.

would be laid in at Sydney at 10s. per ton, whilst at Québec it would cost 20s. per ton. It is therefore evident that by making Sydney a port of call, a vessel employed during the summer months and making six voyages to Québec, would earn £15,000 over and above any similar vessel going direct from Ireland to Québec or New York.

It is also an important consideration in connection with Steam Navigation to Québec, that Sydney is open earlier in the Spring and later in the Fall, than any of the Ports higher up the Gulf of Saint Lawrence.

Another object of paramount importance the Sydney route will secure :—

Telegraphic lines will be established in the course of the present summer between Sydney and Picton in Nova Scotia, where continuous lines of Telegraph are already in operation, so that for at least eight months in the year, the European News reaching Sydney in *six and half days* from Galway, MAY BE TELEGRAPHED TO ALL PARTS OF THE AMERICAN CONTINENT FULLY 22 HOURS IN ADVANCE OF THAT FORWARDED BY ANY OTHER ROUTE ; WHILST MUCH LATER INTELLIGENCE CAN BE SENT ON TO EUROPE BY ANY UNITED STATES STEAMER WHEN COALING HERE. TO A STEAMER FROM QUÉBEC IT WOULD GIVE INTELLIGENCE FORTY EIGHT HOURS LATER THAN ANY SHE COULD CARRY FROM THAT PORT.

Your Committee have ascertained that the Imperial Government at present pays £240,000 per annum to a Company for carrying the West India Mails. Might not a large portion of this sum be saved to the country and the service be more efficiently performed by combining the West India with the North American line, making Sydney the port of call in summer, and Halifax in the winter months with branch steamers to the west Indies? The steamers of this Line at present require to lay in a supply of Coal for at least eighteen days consumption. They are so heavily laden in consequence, that for many days after leaving Port their progress is so much retarded the average speed on the whole voyage does not exceed 225 miles per day.

If the Mails and passengers were brought out to Sydney in summer *in six and a half days*, they could be forwarded to Havanna, *via Bermuda in six days more*—whilst in the winter months, from Halifax, it may be done in *five days and a half*—so that in addition to the great saving of expense to the country, by having one instead of two main lines across the Atlantic, there would also be a great saving of time—a *saving of nearly one third*.

The same arguments apply equally to a line of steamers employed between Great Britain and any Port on or near to the Isthmus of Panama, which is destined to become the point of transit for European Mails and

Passengers passing between the Atlantic and the Pacific

From Galway the distance is 4260 miles, evidently too great to be undertaken by Steam Vessels, without calling at some intermediate Port for a supply of Fuel.

Sydney is singularly well situated for that purpose, being 1950 miles from Galway and 2450 miles from Chagres—these distances added together make 4400 miles, only 140 miles longer than the shortest course which can be followed, from one place to the other.

The practicability of constructing a line of Railway from Sydney to the New Brunswick frontier is the next point for consideration.

It must be admitted at the outset, that the distance is one hundred miles longer than from Halifax, and sixty miles longer than from Whitehaven to the same place, and that a Railway by this route will probably cost £400,000 more than the shortest of the two other proposed lines. Although this involves additional expense, *it obtains the longest land route possible, combined with the shortest sea voyage, and since so important an object as shortening the communication between the continents of Europe and America, at least twenty-four hours, for all time to come, is secured—(THE SOLE OBJECT FOR WHICH THIS GREAT WORK IS TO BE UNDERTAKEN)—surely when such weighty interests are concerned, the cost is not worth a consideration.*

No Railway survey has yet been made in the Island of Capé Breton; but the concurrent testimony of Travellers, Land Surveyors, and others who know the Country well, is conclusive that a most favourable line can be obtained. Commencing at Sydney, thence up to, and a long the Valley of the River Mire, to Grand River Lake, thence through Saint Peters to the Gut of Canseau;—the distance is seventy Miles. At Canseau the Gut may be crossed by a Steam Ferry Boat or Floating Railway in a few minutes;\* the distance across from Ship Harbour to Mac Nair's Cove is only 1 1-2 mile. Hence the Railway will proceed up a deep Valley behind Cape Porcupine, through the richest and most populous part of eastern Nova Scotia to the New Brunswick line—in its course passing through, or very near to the Towns and Settlements of Pomquet, Tracadie, Antigonishe, Merigomishe, New

\* There can be no delay or inconvenience from a Ferry of this sort. In the United States and Great Britain there are many such. Dr. Lardner in noticing a Ferry over the Susquehanna, on the line of Railway from Philadelphia to Baltimore remarks:—"The management of these Steam Ferries is deserving of notice—it is generally so arranged that the time of crossing them corresponds with a meal of the Passengers. A platform is constructed level with the line of Rails, and carried to the water's edge. Upon this platform rails are laid, on which the waggons, which bear the passengers luggage, and other matters of light and rapid transport are rolled directly upon the upper deck of the Ferry Boat, the passengers meanwhile passing under a covered way to the lower deck. The whole operation is accomplished in five minutes. While the boat is crossing the spacious river, the passengers are supplied with their breakfast, dinner, lunch, or supper, as the case may be. On arriving at the opposite bank, the upper deck comes in contact with a like platform, bearing a Railway on which the luggage waggons are rolled, the passengers ascend by a covered way, and resuming their places in the Railway carriages, the train proceeds"—vide Lardner's Railway Economy p 293.

Glasgow, Pictou, River John, Tatamagouche, Wallace, and Amherst, intersecting all the Rivers which empty into the Straits of Northumberland; it secures their Trade, and that of Prince Edward's Island; embracing at once *all* the Mining, and the most valuable lumbering, Fishing, and Agricultural traffic of this section. At Antigonish it may unite with a branch line to Whitehaven, 45 miles distant from the point of junction.

The Geological structure of the Country, through, at least five-sixth of the whole distance, is very favorable for Railway works—consisting chiefly of shales and sandstones of the Coal formation. Excavations can be made in these rocks at about one fourth of the expense of similar excavations in the granite and quartz rocks, which occupy a great proportion of the lines from Halifax and Whitehaven.

Again the Sydney line commences in a Coal Field, and, in its course crosses the Coal Fields of the River Inhabitans, Pictou, and Cumberland, from which coke can be procured for the Locomotive engines, so much more cheaply than if that necessary article had to be brought from one distant point. Considerable profit from the carriage of Fuel must also be realised upon a line **PASSING THROUGH FOUR COAL FIELDS.**

Having shown that Sydney is 22 hours nearer than Whitehaven, and 32 hours nearer than Halifax to Galway *by sea*, the comparative distances by land or Railway from each place to some fixed point in the United States, say New York, for instance, must now be taken into account for the purpose of ascertaining the saving of time on sea and land conjointly. The distance from Halifax to New York is 850 miles, which, at 30 miles per hour, makes the time of transit 28 1-2 hours—from Whitehaven, 890 miles, 30 hours—from Sydney, 950 miles, 32 hours. Therefore adding together the time occupied by land and water, including the detention by fog at Halifax and Whitehaven—

New York can be reached from Galway, by the Sydney route in	7 days and 20 hours,
Whitehaven, in 8 “	16 “
Halifax, in 9 “	0 1-2 “

At the present day when rapid communication is an object of such very great importance, it is presumed that a saving of 20 hours over one, and of 28 1/2 hours over the other proposed route—must favorably recommend Sydney to the attention of the people both of Europe and America.

In conclusion your Committee beg to express their firm conviction that the substance of this report is incontrovertible.

They submit that

1st. A passage from Europe to America can during eight months of the year, be made WITH GREATER SPEED SAFETY AND ECONOMY BY

WAY OF SYDNEY, than by any other route that either has been, or can be proposed.

2dly. Whereas nine-tenths of the first class Passengers cross the Atlantic in the summer months, and only one-tenth in the winter, the former will enjoy all the advantages by way of Sydney.

3dly. THE PORT OF SYDNEY, SITUATED AT THE ENTRANCE OF THE GULF OF SAINT LAWRENCE, EQUI-DISTANT FROM GREAT BRITAIN AND HER WEST INDIA COLONIES, AND IN THE VERY CENTRE OF A VALUABLE COAL FIELD, MUST SOON BECOME THE GREAT CONNECTING LINK BETWEEN THE MOTHER COUNTRY AND ALL HER POSSESSIONS ON THIS SIDE OF THE ATLANTIC.

4thly. Immigrants may be brought out in Steamers to Canada and the United States at cheaper rates, as well as in a shorter time, by touching at Sydney.

5thly. The earliest intelligence can be conveyed to and from Europe and America by this route.

And finally, your Committee feel satisfied for the reasons above stated, that any line of Railway from the United States to the seaboard of Nova Scotia, stopping short of Sydney, will be a work but half finished, AND MUST SOON INVITE AN OPPOSING LINE WITH WHICH IT NEVER CAN COMPETE.

E. M. DODD,  
R. BROWN,  
H. DAVENPORT,  
T. D. ARCHIBALD,  
P. MOORE.

Sydney, Cape Breton,  
March 18th 1851.

(APPENDIX A.)

SYDNEY, MARCH, 17, 1851.

I, John Lorway, of Sydney, in the Island of Cape Breton, Ship Owner, do hereby certify, that I have been the Owner and Master of vessels sailing out of the port of Sydney, for the last forty years. That I have made five hundred and fifty four voyages between the ports of Sydney and Halifax in that period, besides other trading voyages.

That I have never been detained by fog a single hour, or by any cause other than contrary winds, from entering the port of Sydney during the whole of that time. The soundings are so good and true that after clearing Scatarie, you cannot get wrong. From Flint Island or Mire Bay, it is always free from fog, and clear weather, even when foggy outside. Running from Scatarie you have a sea room of forty miles and upwards in making Sydney Harbor—before you a bold land fall, and at the entrance a good Light. There are no rocks, or shoals in the way, and masters may run for it night or day without risk.

I further certify that I know well all the creeks and harbours of Nova Scotia and Cape Breton—they are all bad for fog in summer. Louisburg, Whitehaven and Halifax, *I know them*; it is quite blind work, and very dangerous often going into them. *I have often been detained from going into Halifax three and four days at a time.*

JOHN LORWAY.

We, whose names are are undersigned, have read the foregoing Certificate of Captain John Lorway which we fully confirm, from a long experience as owners and masters trading out of Sydney on the southern coasts of Cape Breton and Nova Scotia.

JOHN MUGGAH,	35 Years.
JAMES MUGGAH,	22 "
WILLIAM MUGGAH,	23 "
CHARLES MUGGAH,	18 "
JOHN LORWAY Jr.,	12 "
THOMAS TOWNSEND,	18 "
GEORGE TOWNSEND,	13 "
DUGALD LISCOMBE,	12 "
MICHAEL CARLINE,	20 "

SYDNEY, NORTH WEST ARM, MARCH, 7, 1851.

I do hereby certify, that I have been a Mariner for the last thirty three years, the greater part of that time sailing out of the Port of Sydney, Cape Breton, in the capacity of Seaman, Master, and Pilot; and I CERTIFY THAT I NEVER SAW A PORT, IN ANY PART OF THE WORLD, SO EASY OF ACCESS, IN EVERY WAY, AS THE PORT OF SYDNEY, except in the icy season.

I also certify that I served as a branch pilot out of the Port of Sydney, for nine years, and during all that period, I never saw a time but I could get into Sydney;—and I never was detained by fog, or any cause, except contrary winds.

(Signed.)

JOSEPH RUDDERHAM.

I do certify, that I have sailed to and from the port of Sydney, Cape Breton, since the year 1828—that during the whole of that period I have been regularly employed in the Coasting trade—viz: to all parts of Newfoundland, the Gulf and River St Lawrence and the United States—that, I have made 73 voyages from Newfoundland to Sydney, at all seasons of the year, and that I never found any difficulty, or was detained in making the Harbour in respect of the Bank fogs. And, after 24 years experience I can give with confidence the following directions when sailing for the above port.

When coming from the eastward or any part of Europe, or from the Gulf of St Lawrence I would recommend strangers, after passing the west end of the Green Banks, to keep on the line of Latitude  $46^{\circ} 15'$ , or  $46^{\circ} 20'$ , until they were past the Longitude of Scatarie Island; and, after leaving Longitude  $57^{\circ}$ , there are no soundings under 180, 150, and 108 fathoms until in the Longitude of  $59^{\circ} 25'$  West—when they are obtained from 50, to 45 and 36 fathoms, sandy bottom, the sand full of *red specks*. I would particularly remark that these red specks are *not to be found to the Southward of this Latitude*.

The soundings from Flint Island to Sydney Light are regular from 15 fathoms to 6, a hard sandy bottom. In thick foggy weather, when running in for the land in the above line of Latitude, with the wind South, S.S.W. or West, a ship can boldly stand in to Spanish Bay; and when abreast of Flint Island, distant 20 miles from the mouth of Sydney Harbour, the fog breaks, and dependance may be placed on finding *always* clear weather—I never found it to fail.

With the wind S. E. and a fog, a vessel may also run boldly in to this Bay, for I always found the fog in like manner clearing away, with glimpses of clear horizon for the Port of Sydney.

When coming from the *Eastward* I would recommend strangers to be sure and make a good allowance for the current that always sets to the S. S. W., particularly with Northerly winds—it will be sure to lead them out of the way in North Easterly weather.

When coming from the *Westward* in thick foggy weather with Southerly winds, it would be well to sound on coming to the Longitude of Scatarie Island—then run to the N. N. W., until soundings give 33 to 39 fathoms—if the bottom is fine *white* sand, then the Ship is to the *Westward* of Scatarie—but if to the *Northward*, soundings will bring up sand full of *red* specks—I repeat, *I never* found the red specks in any part of the Coast, except to the *Northward* of Scatarie Island—a ship can then run in at W. N. W., and the master may depend on finding clear weather in Spanish Bay and make direct for Sydney.

(Signed.)

WILLIAM McLEOD.

Sydney, 12 March, 1851.

(APPENDIX B.)

HER MAJESTY'S STEAM VESSEL MEDEA.  
Halifax, December 31st 1838.

MY DEAR SIR.

With reference to your question relative to the properties of the Coal of Nova Scotia and the Island of Cape Breton for the purposes of Steam Navigation, I shall have much pleasure in giving you such opinion as I have formed during the six months I have been in the St. Lawrence, from observing the consumption of about two thousand chaldrons—in nearly equal quantities, from the mines of Pictou in Nova Scotia, Sydney and Lingan in the Island of Cape Breton, and such British Coals as the traders annually bring to Quebec. The most preferable description are the Sydney: they rapidly raise the steam, keep it easily and without fail, are not very dirty and make but few ashes, and used in Coal furnaces, no Coals that I have seen in this country can equal their effect, although they consume very quickly and clinker. The British Coals before-mentioned have also these faults, and do not offer the same facility of getting up steam; but I am confident that they are of very inferior quality, although they command at Quebec an enormous price; usually about thirty-four shillings a chaldron, sterling, and at a measure certainly one-fourth less than that given at Sydney or Pictou.

At either of these places, a large Steamer can be supplied from the wharf with any quantity she requires in a few hours, at less than fifteen shillings per chaldron, sterling, of very liberal measure.

The Lingan Coals have all the properties of the Sydney, but they waste more; and I can say of the Pictou, that they are equally as efficacious as the Sydney in producing or keeping steam; but they are certainly inferior in some points,—for instance, they form immense clinkers, and so frequently, as to demand constant labor and attention;

they require a quicker draught, which we always obtain by 'especially widening the bars ; they make more ashes, and much more dirt, to the great prejudice of the machinery ;—but these faults I merely mention in comparison, for there cannot be a doubt of the general fitness of the Coal of any of these provinces for all purposes of Steam Navigation ; and that, next to the best British Coal, the Cape Breton mines produce a species equal to any yet known. It is only a matter of marvel that, having such fuel within five hundred navigable miles, and at such a price, the St. Lawrence Steam Vessels should continue the practice of burning wood,—one of the lamentable results, I fear, of the estranged position of the Canadas and these Lower Provinces, whose commercial knowledge of the immense resources they possess, in relation to each other, appears as limited as if they were placed on opposite sides of the Atlantic ; but who must, ere long, and by means of this very Coal, either on land or by sea, be brought into that amicable relationship which will eventually establish them in a rich and prosperous union :—this may you live to see, and to remember that such was the conviction of.

Yours very faithfully,

JOHN N. NOTT,  
*Commander.*

*To the Agent of the*  
**GENERAL MINING ASSOCIATION,**  
*Halifax.*

