

CHIGNECTO POST AND BORDER.

SACKVILLE, N. B., FEB. 21, 1884.

THE PACIFIC RAILWAY.

The debate on the proposed loan of \$22,500,000 to the Syndicate was concluded yesterday morning, and the Government has been sustained by seventy majority. Sir Charles Tupper in his speech declared the Company was perfectly competent to fulfil its contract and complete the line in 1891 without asking for Government aid, but he considered the importance of having the line opened for traffic in 1885, or six years sooner, was so great that it was worth the proposed loan. It may be asked in what way will the country gain by the loan? It must be evident to any one that the sooner the line is opened North of Lake Superior and also over the Rocky Mountains to British Columbia, the sooner will Canadian business men be placed in a position to compete for through trade to China, Japan, etc., and the quicker also, will our own vast territories in the West become seats of civilization and populated by millions, each one of whom is worth to the Canadian revenues some six dollars per annum. Thus we see that the Revenues of the country are directly benefited in proportion as population increases. The importance to the Maritime Provinces of swelling as rapidly as possible the population of the North-West cannot be over estimated. Where a fixed revenue is to be obtained, the greater the number of taxpayers, the less the individual burden. The North-West contributed last year over \$3,000,000 to the revenues of Canada, showing, as a revenue producer, she is already eclipsing the Maritime Provinces combined. While these Eastern Provinces may regret to see themselves relatively outshadowed by the North-West Colossus, the taxpayers here will not begrudge to the West the burdens its growth gives it. The Company gains vastly by an early completion of the work. The item of interest alone stimulates them to extraordinary efforts. Say the \$30,000,000 instead of being expended before 1886, is expended yearly up to 1891. It is evident that the Company pays interest on the sum expended to date say, \$58,000,000 for a further period of five years, but also pays interest on the yearly expenditure to be made until the Railway is completed. Five years interest on \$5 million at 5 per cent, is a sum equal to about 14 million dollars. Add the interest on expenditure extended through seven years (\$80,000,000), say 6 million dollars, and we have \$20,000,000 interest saved by an early completion of the line.

The Company will or will not make a default in its agreement. If it makes no default, the loan costs the country nothing.

If it makes a default, the whole road, branches, plant equipment, lands and extensions revert to the Government, and it secures a Railway from ocean to ocean at a vast sum less than was originally estimated—at less than \$90,000,000.

THE REVENUE.

The Dominion revenue is falling. The fact is beyond question. As the Conservatives have plumped themselves on millions of surplus revenue rolled up the past four years, may not a large decrease be an indication of the failure of Conservative policy and predictions? No doubt the loyal Opposition will find fault with the reduction as they have with the surplus. To what is the decrease to be attributed? To a reduction in imports, principally in classes of goods that are now being manufactured in the country and that afford our own mechanics and operatives work. The figures for January are:

	1883	1884
Customs	\$1,884,395	\$1,884,395
Excise	1,181,806	1,181,806
Post Office	469,844	469,844
Land Office	200,772	200,772
Mineral Rights	104,964	104,964
Total	\$3,836,781	\$3,836,781
Revenue to Dec 31st	\$1,884,395	\$1,884,395
Expenditure to Dec 31st	\$1,884,395	\$1,884,395
Surplus	\$0	\$0

Thus it will be seen that the customs receipts have contracted 25 per cent. A continuance of this reduction will contract the volume of foreign bolls to pay, and do much to place next summer's business on a sound footing.

The Legislature of Nova Scotia was opened in due form last Thursday by His Honor Lieut-Governor Ritchie. The speech from the throne referred to the transfer of the Eastern Extension Railway, the resumption of work on the Niagara and Atlantic, the expenditure of the appropriation for the Western Counties Railway, the bridges built during the past year, and the proposal to return the money deposited by the Barrings. New legislation is promised in reference to the system of pleadings and practice in the provincial courts, and with regard to the property of married women. An attempt is to be made to secure a larger allowance from the federal treasury for local purposes. Some of the supporters of the Government have been asking their leaders very embarrassing questions.

THE PROPOSED JOGGINS RAILWAY.

Scheme to Tap Important Mineral, Stone, Lumbering, and Farming Districts—Enormous Undeveloped Wealth—Present Business and its Possibilities—Companies and Capital Interested.

During the session of 1883 of the Nova Scotia Assembly, an act was passed incorporating a company to construct a Railway from the I. C. R. to the Joggins Shore. Early in the summer, Sir Charles Tupper directed a survey be made of the route and plans and estimates made, which were under the direction of Peter Archibald, Esq., C. E. On the 14th August last the Company was organized at Amherst, N. S., with the following officers:

Gen. D. B. Warner, President.

Gilbert Seaman, Vice-President.

W. C. Milner, Secy.-Treas.

General Warner, Directors.

Gilbert Seaman, Directors.

George Hibbard, Directors.

D. W. Clarke, Directors.

In 1883 an order of the Privy Council was passed directing that

the Railway be constructed by the

Government for the undertaking.

The promoters have secured a free

right of way, partially by donation

of the land owners and partially by

the assumption by the district of

the payment of land damages,

where required. Thus the under-

taking has secured corporate rights,

plans of surveys, free right of way,

and free gift of rails. The proposed

line leaves Macan Station of I. C. R.

and proceeds in a westerly course

across the Macan River, ascends

the height of land between the

Macan and River Hebert south of

the present highway, skirts the east

side of River Hebert for a mile till

it crosses, skirts the left bank

for half a mile and then proceeds to

the Joggins Shore north of the

Government breakwater. The entire

distance is 12.4 miles. The

following are the estimates of cost:

Clearing and grubbing \$ 3,520

Earth excavation 45,000

Rock 8,000

Bridges with crib work and pro-

tection 28,324

Rails, track-laying and ballasting

124 miles 59,024

Stations, engine houses, and

cribs, crib works and wharf at

terminus 22,600

Total \$165,968

The leading interest served by

the construction of this line is the

coal. Over eighty seams of coal

are displayed on the cliffs of the

Joggins Shore within the limits

owned by the Joggins Mining Com-

pany. These seams extend easterly

into regular formation for a dis-

tance of twenty miles at least, and

for ten of these, the railway route

coincides with the general strike

of the coal, facilitating the opening

of collieries anywhere along the

line. This formation contains vast

deposits of coal, so extensive, it

cannot be exhausted inside of many

hundreds of years of constant min-

ing. Two of these seams only have

been worked at the Joggins, viz:

Hardcastle, thickness 45 inches.

Joggins, thickness 70 "

Total thickness 115 "

Applying the ordinary rule, used

by Mining Engineers, to this thick-

ness and on the basis these seams

constitute the whole workable seams

of the Joggins series and extend

for ten miles, the total amount of

marketable coal would then be 73,

600,000 tons or sufficient coal to

keep up a supply of 100,000 tons

per annum for over 700 years.

At River Hebert, four miles east

of the Joggins, three seams have

been worked to a greater or less

extent, viz:

Lawrence 60 inches.

Hibbard 45 "

Milner 38 "

Total thickness 143 "

Applying the same rule and on

the basis that these seams constitute

the only workable coals in the Jog-

gins series and extend for a distance

of 10 miles, the total quantity of

marketable coal would be 91,520,000

tons or enough to supply 100,000

tons for over 900 years.

Thus it will be seen that the supply

of coal that is known to exist is

abundantly great to warrant a large

expenditure of public money to

provide facilities for marketing it.

In its present condition, it is of

indubitable less value to the country

than if the annual production were

increased to 100,000 tons per an-

num, yielding a royalty of \$10,000

to the Treasury, employing labor

and setting in motion a hundred

new springs of industry.

Private capitalists have long

recognized the magnitude of the

mineral resources of this district

and have not been afraid to invest

largely in attempts to develop it.

Probably not less than half a million

of money has been expended in the

mines, mills and quarries of this

district for the purpose of develop-

ing its dormant resources, besides

not less than half a million more

in mining and territorial rights. The

leading company is the

JOGGINS COAL MINING ASSOCIATION.

This company recently opened a

new slope, a mile and a quarter

from the docks. The power is furnished

by a new double winding engine

13x36, geared 3 to 1 and of 250

horse power. They have added,

also, a cable and ridding engine,

14x24, and a fine class pumping

apparatus. The coal cars are trans-

ported to the dock and the empties

returned by means of an endless

chain cable over a double track road.

The capacity of the cable is 1,000

tons per day. The slope is driven

and thoroughly equipped a distance

of 1,328 feet. The present capacity

of pit is 400 tons per day.

THE PROSPECT COAL CO.,

has a pair of double engines 14x30,

possessing a nominal horse power of

100. The slope is sunk 600 feet.

THE MODE OF SHIPMENT.

The mode of shipment is 1 mile to dock by a horse tramway.

MINUTIE COAL CO.

have a slope several hundred feet with steam pumping and hoisting equipment, coal sheds, engine house, &c., and a tramway one mile long to their wharf. Several thousand tons were shipped during the present season. Present capacity, 20,000 tons.

VICTORIA AND LAWRENCE

companies have not worked their areas since the abrogation of Reciprocity, previous to which time they shipped largely to the United States in such small class of vessels as could navigate the River Hebert to their wharves, to which coal were transported by tramways.

MILNER

area have only been of late prospecting, a slope has been sunk at the River Hebert and gravity drainage obtained at river level. A tramway has been built 1 mile to River

HAY

area has not been opened.

LAWSON

was originally completely equipped, extensively worked, and a superior coal mined previous to abrogation of Reciprocity, which was shipped from the Company's wharves at Macan River. Since that date, the mine has been closed. The machinery has never been removed.

THE COAL TRAFFIC

afforded to the proposed Joggins Railway by these various mines and areas is in a certain degree a matter of speculation, as the output is controlled by the demand, and the demand in turn is ruled by the business of the country, competition from other collieries, &c. On the supposition that the condition of the country was normal, creating a normal demand at moderate prices the following mines could the first season be prepared to ship the following coals over the line:

Joggins 25,000 tons.

Prospect 10,000 "

Minutie 10,000 "

Milner 5,000 "

Total 50,000 "

The above are additions to the water shipments during the season of navigation. The Railway once opened and offering facilities for the cheap and prompt transportation of coal would induce the opening of other pits throughout its length, affording a traffic that would largely increase the above estimate, and while one can readily fix the resources of these areas, it is not so easy to estimate the demand, which can only be arrived at by practical operation. It may be safely assumed, however, that the mines would increase their output and that together with the additional pits opened would double the above output, within a short period and render the shipments of coal by rail one hundred thousand tons per annum. The Joggins Mining Company have had offers of purchase of thousands of tons of coal, which they have not been able to deliver for want of transportation facilities, and the other companies have been denied the privilege of going into the market to sell their coals, for the same reason.

PHOSPHORIC LIME

on the Joggins coal property promises not only an item of traffic, but an important source of wealth to the country. This limestone exists in the form of a seam 23 ft. thick. It is thickly studded with fossil remains of shell-fish, teeth and bones of marine animals, &c., showing the character of its formation. An analysis of it found shows:—

Carbonic Acid 36.86

Lime 50.92

Phosphoric Acid, P. O. 25 0.96

Insoluble 0.93

Soda, Iron, &c. 0.93

Slight trace of potash 5.85

Total 100.00

The phosphoric acid present is equal to about one and a half part of soluble phosphate in a hundred, or thirty lbs. "in the ton." The above analysis was made by Dr. W. G. Goodwin, Professor of Chemistry at Kingston. An analysis of another sample, when burnt, made by A. Norman Tate, F. I. C., Liverpool, shows:

Lime 44.54

Carbonate of lime 23.66

Phosphate 1.88

Peroxide of iron 2.64

Alumina 1.90

Insoluble 1.90

Water 18.80

Loss 18.80

Total 100.00

The Company propose to burn it for agricultural purposes, and have taken preliminary steps to that end.

GRINDSTONE

made at the steam stone cutting works of A. Seaman & Co., Lower Cove, constitutes a business that needs Railway facilities to be extended to meet the demands of the market. Many tons of these goods are now loaded 14 miles to Macan Station, I. C. R. Their production in 1882 ("Yide Mines Report") was 2,400 tons grindstone, value \$20,000, 5,500 boxes scythes, &c. 2,500

AGRICULTURAL

resources of the Minutie district are very considerable, the dyked marsh lands being extensive, productive and valuable, and the uplands being well tilled. The census of 1880, shows:

Population 4,610

Occupied 83,000 acres

Improved 16,000 "

Under crop 6,500 "

In pasture 7,500 "

Oats 28,000 bush.

Potatoes 10,000 "

Hay 8,100 tons

A large quantity of hay is shipped from this district annually and beef cattle fattened on these marshes are taken to Macan Station and shipped to supply the market.

The farm produce traffic as estimated over the Joggins Railway is as follows:

THE ABOLITION OF ASSISTED PASSAGES.

John Macdonald laid on the table the report of the Minister of Justice.

LUMBER

Mr. Mulock's bill to prevent frauds in the sale of patent rights passed through committee.

The House were later committed on Mr. Charlton's bill to provide for the punishment of seduction, and, after considerable discussion, the first clause, which provides for the punishment of seduction, was lost on division. The second clause, providing for the punishment of persons who by fraud inveigle females into houses of ill-fame, was passed.

Mr. Casgrain's bill to amend the act for the prevention of fraud in contracts involving the expenditure of public money passed its second reading and was referred to a special committee.

Mr. Masson's bill for the prevention of fraud in the manufacture and sale of agricultural fertilizers was read a second time, and referred to a special committee.

Mr. McMullin moved for a return of all sums paid by the Government to the Gazette Publishing Co., of Montreal, for work or material during the last six years. Sir Hector Langevin said he was willing to furnish the information, but thought the motion had better be amended by adding the words, "and all other newspapers." The word "Montreal" was struck out, and the motion carried.

Sir Richard Cartwright was afraid this would cause delay and make too much work for the department, but Sir Hector said he thought that it was worth the labor, and that the House were bound to give the hon. gentlemen all the information possible. The motion was then amended in the manner suggested and passed.

FRIDAY, Feb. 15.—A return was laid on the table by Sir Charles Tupper, containing several resolutions and documents between the C. P. R. and the North American Railway Construction Co. Sir Richard Cartwright urged delay in giving the C. P. R. resolutions the first place until the documents were laid on the table. Mr. Curran said he was authorized on behalf of his constituents, the great business centre, Montreal, to state that in the opinion of the leading business of both sides of the political interests of the Dominion depended upon the passage of the resolutions. Mr. Girard effectually disposed of the idea that the claims of the Province of Quebec should be mixed up with the question of a loan to the Canadian Pacific Railway. Sir Fleming said that the earnings of the C. P. R. during the next two years, from all sources, would be over twenty-eight millions or more than would be required to build the

Mr

