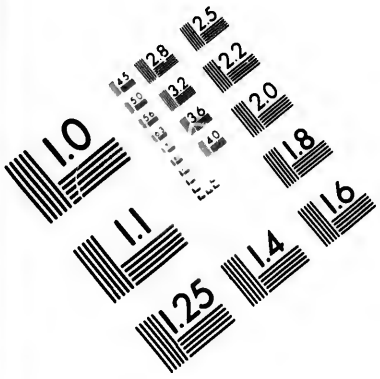

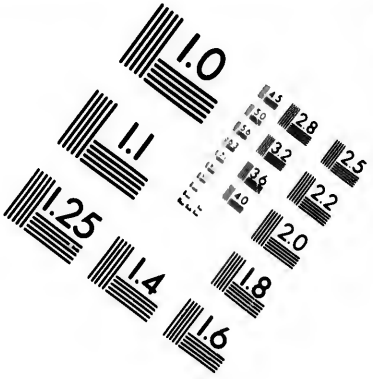

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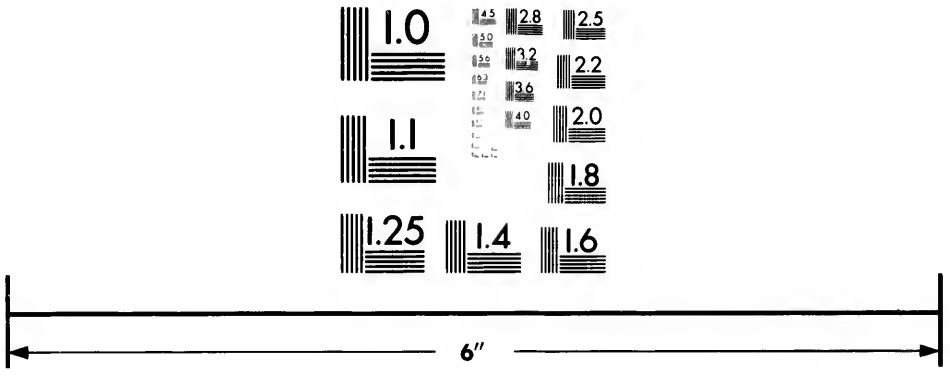

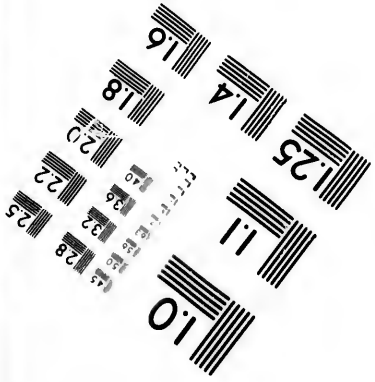

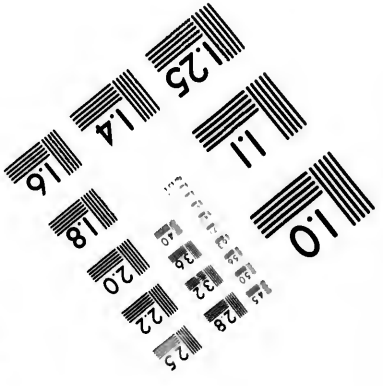

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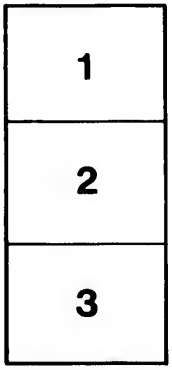

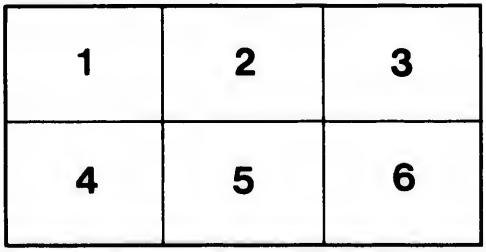

The Problem Solved.

HOW TO

SHORTEN THE DISTANCE

BETWEEN

EUROPE AND AMERICA,

VIA

WHITEHAVEN, NOVA SCOTIA,

THEREBY

Insuring Greater Speed and Safety in the Transmission of Passengers, Mails, and Freight.

John W. Greve.

NEW YORK:

HEBBEARD & MUNRO, Printers, 138 Wooster Street.

1877.

THE WHITEHAVEN ROUTE

BETWEEN

EUROPE AND AMERICA.

The problem of how to shorten the passage of the Atlantic and cause it to be attended by the smallest possible degree of danger has for many years taxed the ablest, shrewdest and most far-seeing business minds of the world. Science and human ingenuity have done much in their way to provide, at least, a partial solution. The progress made in ocean navigation during the past ten or fifteen years is a fruitful source of amazement. Sailing vessels have been almost completely discarded by the traveling public. Not many years ago it was considered a very creditable performance if a steamship traversed the distance between New York and Liverpool inside of fourteen days. At the present time it is not considered in any way extraordinary and noteworthy that the *Britannic* or some other swift vessel makes the trip from the Mersey to the Hudson in seven days and thirteen hours. It may be safely asserted, therefore, that the enormous degree of speed attained has reduced the time consumed in crossing the Atlantic nearly 50 per cent. In addition thereto the thousand-and-one appliances for the production of comfort on steamships have shorn the ocean passage

of many of its terrors. Rich upholstering, improved heating apparatus, choice viands, sparkling wines, punctual attendance, and many other agencies, have made atonement, in a large degree, for the sacrifice of home comforts, which a trip to Europe and back, or *vice versa*, involves. As a natural consequence, passenger traffic has increased enormously. Thousands of people now make ocean trips, who, a dozen years ago, would have shrunk with terror from the attempt. Every summer a steady and ever-growing stream of wealthy and cultivated people pours down to the steamship wharves, and diffuses itself throughout the countries of the Old World. The number of visitors from Europe to America is increasing very rapidly. It is one of the usages of fashionable life to-day in America to make summer trips to Europe. Before many years are over it will be equally fashionable in the Old World to make a summer trip through the United States and Canada.

In view of these facts the still further shortening of the ocean passage becomes every day more imperative and important. Although immense progress has been made, a great deal still remains to be done. The length of the ocean passage has been greatly diminished, it is true, but the attendant dangers have on the other hand *increased* rather than *decreased*. The extraordinary length of the steamers has weakened the power of resistance of the hulls in case of collision, and the remarkable degree of speed attained renders navigation in foggy weather, *along the coast*, more dangerous than it ever was before. In the way of speed, very little improvement can be expected hereafter. It is a fact pretty clear to all observers, that the highest degree of speed, *consistent with safety*, has been very nearly, if not quite, attained. On rivers, with smooth water, steamships often travel

at the rate of twenty miles an hour. On the ocean, especially in the vicinity of the coast, a higher rate than the present one of sixteen or seventeen miles per hour would inevitably lead to numerous and terrible disasters. For a further shortening of the Atlantic passage, and the obviation of the dangers incident thereto, we must, as an inevitable consequence, look in another direction. *The distance to be traversed to land passengers from the Old World on the shores of the New, and vice versa, must be shortened. To accomplish that result steamship communication of the most approved kind must be established between the great seaports of Europe and the most easterly steamship harbor on the North American Continent.* That harbor is

WHITEHAVEN, NOVA SCOTIA.

WHITEHAVEN is situated in latitude 45 deg. 10 min. N. longitude 61 deg. 10 min. W. It lies directly in the course of ocean steamships. The tide of travel to and from Europe sweeps by almost within sight of it. The harbor is *seven miles long*, from one-half to one mile wide, and has a depth of water ranging from seven to twenty fathoms. There are three distinct entrances, directly from the ocean, called respectively the Eastern, Southern, and Western Passages. Upon Whitehead Island at the entrance, midway between the Eastern and Southern passage, is a tower 55 feet high, with a red lght, flashing every 10 seconds, and visible at a distance of 11 miles. *It is absolutely free from ice the year round.* Ships of the largest size can easily enter and depart. The approaches are carefully buoyed and beaconed. The late Admiral Owen, an eminent Engineer, sent by the British Government, says in his report :

"WHITEHAVEN is a most splendid and commodious port, at "the nearest *available* point of North America to England, its "natural facilities greatly exceeding those of Halifax or any "other point upon the coast. . . . The nature of the coast "and entrances preclude the *possibility* of packed or drift ice "accumulating, so that the ingress and egress is always free and "open. . . . In case of fog the attainment of Halifax har-"bor requires *twenty* miles of pilotage navigation; for WHITE-"HAVEN never more than *three or four.*"

Major Robinson and Captain Henderson, Engineers commissioned by the British Government, Mr. Sanford Fleming, and other competent authorities, bear unanimous testimony to the same effect.

The distance from WHITEHAVEN to Galway Bay or the entrance to Bristol Channel is but a trifle over 2,000 miles. The passage across the Atlantic would then be easily accomplished by fast steamers in *five* days. All the dangers of coast navigation would be obviated to passengers. The effect of such a great saving of time and danger, upon ocean traffic, could not fail to be very great. *It would provide to the public the much-coveted boon of comfort and safety combined.* Less than 70 miles of railroad are needed now to connect WHITEHAVEN with the railway system of the American Continent, at New Glasgow, the present terminus of the Intercolonial Railway. The completion of this short line would place WHITEHAVEN in unbroken rail communication with Portland, Boston, New York, and the great grain producing regions of the West and North-West. The railway time between New York and New Glasgow, N. S., is now forty hours. This includes twelve hours' travel at 17 miles per hour, on the European and North American Railroad, from

Bangor, Me., to St. John, N. B. With increased traffic an express train traveling 35 miles per hour would reduce this time one-half, *and enable passengers to travel from New York to* WHITEHAVEN—70 *miles from New Glasgow*—IN THIRTY-SIX HOURS. Add to this the five days consumed in the Atlantic passage, and it becomes manifest that passengers, mails and valuable freight can be carried from England to New York in SIX DAYS AND TWELVE HOURS. *This would effect a saving of twenty-five hours upon the fastest time ever made between Liverpool and New York—7 days and 13 hours by the* "Britannic"—*and of from thirty-six to forty-eight hours upon the average time made by the Inman, Cunard, or White Star steamers.* The results of this vast step forward can scarcely be estimated. It would, in brief, bring New York and London two days' travel nearer together. It would, by the rapid transmission of mail matter facilitate business transactions between Europe and America to a wonderful degree. Passengers would as soon think of going from England to France by way of the Thames, as they would of going from Europe to America by any other than the WHITEHAVEN route.

The establishment of the WHITEHAVEN route would open up possibilities of commercial development too numerous to mention. Let us briefiy consider some of them:

1st.—According to statistics compiled with great care by competent authorities, grain can be carried from Chicago to WHITEHAVEN, and from thence to Europe, for thirty per cent. less than *via* New York.

2d.—Cotton is shipped now from the South to New York, placed in warehouses and re-shipped to Europe. Swift sailing

vessels coming from the South require but three or four days' additional time to reach WHITEHAVEN, instead of New York. At the latter place the cotton can be transferred to vessels going to Europe, at an expense trifling as compared with port charges, warehouse dues and other items of outlay at New York. The cost of sending cotton—and tobacco as well—to Europe *via* WHITEHAVEN, would be very much less than by way of New York.

3d.—The experiment of shipping American beef from New York to England by vast refrigerators in the holds of steamships is a complete and very gratifying success, the time of transit from New York to the market stalls in England occupying not less than nine days, on the average. This profitable branch of industry could be carried on from WHITEHAVEN with great facility, signal success, and enormous profits. The projected railway from WHITEHAVEN to New Glasgow traverses the great agricultural counties of Antigonish and Guysborough. There is not a better belt of country in North America for raising large quantities of cattle at a small cost. Pasture is cheap and plentiful; hay can be bought at $10 per ton. Labor is exceedingly cheap. Ice can be had on the numerous lakes, in immense quantities, for a mere song.

There can be no good reason to doubt that with the completion of the WHITEHAVEN railroad a very large trade with Europe in frozen meat will spring up, yielding large profits to cattle raisers, railroad owners and steamship owners as well.

4th.—It is a fact patent to every intelligent observer, that the United States now export more than they import; in other words, they sell more to Europe than they buy from it. This

tendency to an increase of exports over imports is daily gathering strength. The reason lies near the surface. American ingenuity in the production of labor-saving machinery has conquered the obstacles and disadvantages of European cheap labor. We are now exporting large quantities of agricultural implements, hardware—tools principally—rifles, revolvers, calico prints, and many other articles in daily use. All these things can be readily and profitably manufactured in Nova Scotia and shipped to Europe *via* WHITEHAVEN. The latter being 1,000 miles nearer to the foreign markets than New York would insure a very considerable reduction in freight, insurance, &c. The materials for manufacturing are easily obtained. The country from New Glasgow to WHITEHAVEN is immensely rich in deposits of *iron, copper, coal, and gold.* The many small streams traversing the country in every direction guarantee abundant water power. If steam power is needed the coal mines of Pictou County are close at hand, in addition to the unopened veins between New Glasgow and WHITEHAVEN. Timber is plentiful and cheap. The labor of skilled mechanics can be secured at from 75 cents to $1,25 per day. There is every assurance that the articles of export, above enumerated, can be profitably made in WHITEHAVEN and its vicinity, and shipped abroad.

5th.—WHITEHAVEN is the *natural outlet*, on the Atlantic, of Pictou County and its vast and profitable mining industries. The collieries in the vicinity of New Glasgow produce over 500,000 tons per annum. While navigation is open this coal (which can be easily carried by rail at all times to WHITEHAVEN) is shipped from Pictou harbor by way of St. Lawrence Bay and the Strait of Canso to the ocean, and to Portland, Boston, and

New York. During several months the Straits of Canso and the Bay of St. Lawrence are closed, however, by ice, and during that time, the coal sent from the colleries of Pictou County would be sent over the WHITEHAVEN railroad, to be shipped at the latter place to its destination in the United States, &c.

A railway from New Glasgow to WHITEHAVEN would easily pay its running expenses from the proceeds of local traffic. The country is already thickly settled. Pictou, New Glasgow, Antigonish, Guysborough, Sherbrooke, and other settlements along the route aggregate a population of not less than 20,000 people With the development of local industry, which railroad communication always stimulates, still better earnings would follow. At Lochaber, between New Glasgow and WHITEHAVEN, enormous deposits of copper have but recently been discovered, *yielding 40 per cent. of metal, a ratio unsurpassed in all previous copper mining experience.* At WHITEHAVEN itself, gold is found; some of the surface quartz assayed at Boston yielded $108,00 to the ton. Indications of oil-springs near WHITEHAVEN are unmistakable. Some of this oil is pronounced by Prof. Wyckoff, of New York, to be 50 per cent. stronger than the best Pennsylvania oil in illuminating capacity. This oil would be 1,200 miles nearer to the European markets than Pennsylvania oil. The granite resources of WHITEHAVEN and vicinity are inexhaustible. Large deposits of plaster are within 20 miles of WHITEHAVEN, on Cape Breton Island, and also in the County of Antagonish. A railway, as proposed, between WHITEHAVEN and the present terminus of the Intercolonial, would, as before stated, be a trifle less than 70 miles long. It can be built cheaply. There is very little cutting to be done. The coun-

try to be traversed is an agricultural one, very level, and well timbered. There are no large rivers to cross. Hence, expensive bridges are unnecessary. A single track narrow guage road, with the necessary switches, would be sufficient for several years. Such a road can be substantially built and equipped with rolling stock for $25,000 per mile or $1,750,000 altogether. Then, again, a grant of land can be secured from the Provincial Government. We give the assurance safely that 160,000 acres of crown land can be obtained for the incorporators of the road.

The enterprise herein advocated cannot fail to be a paying investment. As stated in the foregoing pages, the local traffic will pay the running expenses.

The following sources of revenue are then still left to swell the income of the road:

1.—The carrying of grain from the West to the Atlantic seaboard at WHITEHAVEN.

2.—The transportation of coal from Pictou County for shipment *via* WHITEHAVEN.

3.—The carrying of the European mails, landed at WHITEHAVEN by the steamers, and the mails from the United States sent to WHITEHAVEN for transportation on board steamships bound to Europe.

4.—The transportation of throngs of travelers, leaving the steamers at WHITEHAVEN to continue their journey by rail, thereby avoiding the horrors of seasickness and the grave dangers of coast navigation.

Little more need be said to prove that the projected railway from New Glasgow to WHITEHAVEN would be a veritable bonanza to its owners. The facts have been stated in this pamphlet, without any attempt to invest the subject with a deceptive glamour by exaggeration or misstatement. Those who have faith in the grandeur of the WHITEHAVEN scheme invite a keen and searching analysis of the correctness of their claims. The business interests of Europe demand the *shortest* and *safest* mode of transit between the two Continents! The maximum of speed allied to the minimum of danger is the desideratum of the time. The WHITEHAVEN route will furnish *that*. It is bound, in course of time, to be the great highway for travelers, mails, and certain descriptions of merchandise, between Europe and America. The subject is now attracting a good share of attention from capitalists both in England and America.

The *North Star*, an influential and responsible newspaper published at St. John, Newfoundland, announces that a project is on foot, approaching maturity, to establish a line of steamships between WHITEHAVEN and MILFORD HAVEN, in Wales.

MILFORD HAVEN is pronounced in Appleton's Encyclopedia to be *the finest harbor in Great Britain*, in direct rail communication with London, having a deep water anchorage at low tide equal to the aggregate of Plymouth, Portland, and Holyhead. It is situated in Pembrokeshire, N. W. of the entrance to Bristol Channel.

All desired information will be gladly given, relative to this magnificent project, of transcendant importance to the public, which will and must shorten time and distance, 250 miles above the Halifax or any other route, between Europe and America,

and in the highest degree possible, advance the general good of both Continents.

The foregoing facts, briefly arranged, are respectfully submitted to business men for their mature and discriminating consideration. The time for determined action has arrived, and the progressive spirit of the age gives good ground for the belief that the capitalists of America and Europe will find it consistent with their interest to accord to the WHITEHAVEN route the importance and attention to which it is entitled.

For further particulars through charts, &c., address

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