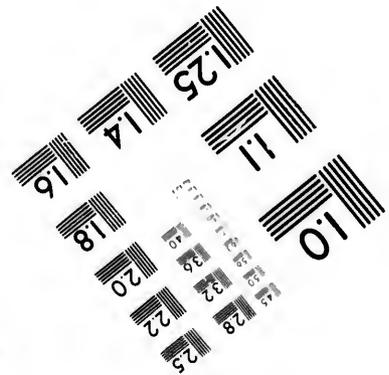
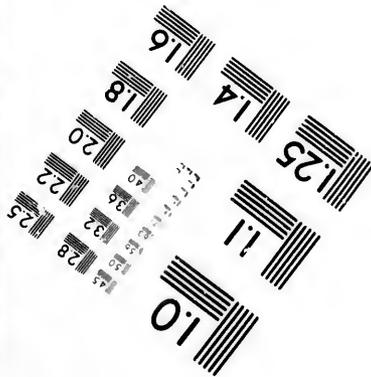
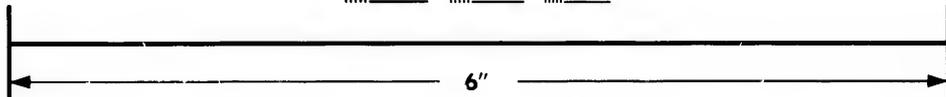
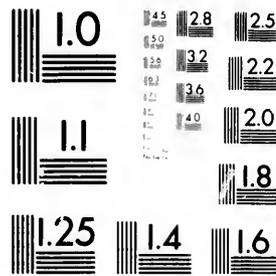


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

14
16
18
20
22
25
28
32
36

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**

10



Canadian Institute for Historical Microreproductions

Institut canadien de microreproductions historiques

1980

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distortion le long de la marge intérieure
- Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées.
- Additional comments:/
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Includes supplementary material/
Comprend du matériel supplémentaire
- Only edition available/
Seule édition disponible
- Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

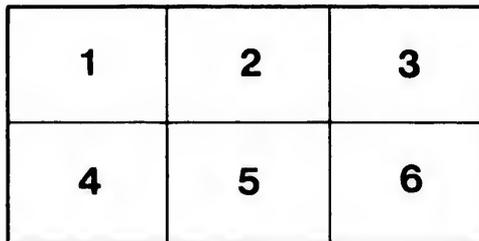
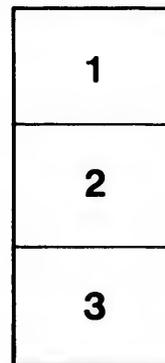
Saint John Regional Library

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Saint John Regional Library

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

ails
du
odifier
une
page

rrata
to

pelure,
n à



Sandwich Islands
1891

REPORT

REGARDING THE

TRAFFIC

TO BE EXPECTED FROM

P. E. ISLAND & THE GULF PORTS

TOWARDS

St. John, Boston, New York & West Indies,

VIA THE

CHIGNECTO SHIP RAILWAY.

BY

EDWARD JACK, C. E.

SAINT JOHN, N. B.

J. & A. McMILLAN, PUBLISHERS, BOOKSELLERS, STATIONERS, ETC.

1890.



CHIGNECTO STEAMSHIP CO.

STATISTICS OF TRAFFIC

BETWEEN

PRINCE EDWARD ISLAND, UNITED STATES, CANADA,
AND THE WEST INDIES.

WITH a view of ascertaining the probable amount of freight that would be carried over the Chignecto Ship Railway by a line of Steamers to run from Charlottetown, Prince Edward Island, and Pictou, Nova Scotia, to St. John, New Brunswick, and Boston, it became necessary to visit the ports and ascertain on the spot the conditions of the existing traffic, its amount and tonnage; the following information and statistics were accordingly obtained:

EXPORTS FROM THE ISLAND FOR THE YEAR ENDING 30TH SEPTEMBER, 1883.

Names of Articles.	Quantities.	Tons Freight.	Values.
Oats,	1,525,000 Bus.	23,147	\$610,000
Potatoes,	1,345,000 "	36,026	336,500
Pork, ... ..	.....	2,000	272,500
Preserved Meats, ... ..	.....	.....	104,000
Preserved Fish, ... ..	.....	.....	470,000
Mackerel, ... ..	.....	2,666	200,000
Eggs, ... ..	.....	.....	220,000
Horses, ... ..	.....	.....	170,000
Starch,	2,140,000 lbs.	1,000	} 489,000
Turnips,	33,000 bus.	1,000	
Hay,	380 tons	380	
Seed,	1,000 bus.	.....
Oysters,	18,100 bbls.	1,810	
Butter,	81,235 lbs.	.....
Cheese,	97,225 "	.....
Wool,	51,295 "	.....	} 128,000
Shipping built and exported, .....	.....	.....
	Total,		\$3,000,000

The reason why the exports for the year 1883 were made use of here is, because owing to the manner in which the Customs Returns of Canada, as published are made up, little can be had from them, but in that year Mr. W. C. Desbrisay and assistant were employed by the Government of the Island to prepare a statement of the value of the exports of the products of Prince Edward Island for that year, of which the above is a condensation. Mr. Desbrisay had access to all of the manifests in the Custom House. All that could have escaped him were such products as left the Island in vessels so small that they were not required to clear or enter. No doubt there is considerable increase in the exports of Prince Edward Island since that date, their mean annual increase from the Island for twelve years from 1871 to 1883 having been \$126,779, or upwards of a million and a half of dollars for that period. There is a good deal of trade between Prince Edward Island and the West Indies, more from Summerside than from Charlottetown. Oats and potatoes shipped there are exported in bags, and when they are sold the bags and articles contained therein are disposed of together.

The exports and imports of the Island are for the greater part being carried by the following lines and steamers :

1. The Boston, Halifax and Prince Edward Island Steamship Company, which owns two wooden steamers, the "Carroll" and "Worcester," of 822 and 796 registered tons respectively.
2. The Quebec Steamship Company, which owns the iron steamer the "Miramichi," of 491 registered tons.
3. The Black Diamond Line, which owns the iron steamers the "Coban," of 688 registered tons, and the "Bonavista," of 883 registered tons.
4. The Prince Edward Island Steam Navigation Company, which owns two wooden steamers, the "Princess of Wales," 686 registered tons, and the "St. Lawrence," 675 registered tons.
5. The Halifax and Prince Edward Island Steamship Company, Limited, which owns the iron steamer "Beatrice," 270 registered tons.

6. The "Coila," tramp, iron steamer 161 registered tons, D. Farquharson, owner.
7. The "William," tramp, iron steamer, 130 registered tons.
8. The "Stanley," iron steamer, 395 registered tons, owned by the Dominion of Canada.
9. The "Heather Bell," wooden Steamer, 189 registered tons.
10. "M. A. Starr," wooden steamer, 166 registered tons.

The rates of freight from Prince Edward Island to Boston for the following articles are at present as follows :

Name of Article.	Quantity.	Rate of Freight.
Eggs,	Per case 30 doz. each,	\$0.35
Potatoes,	" Bushel,	.15
Mackerel,	" Barrell,	.35
Lobsters,	" Case of 4 dozen,	.12
Starch,	" Ton,	4.00

To St. John by Steamer and Rail :

Oats,	Per Bushel,	.07
Barley,	" "	.09

One of the advantages to be derived from the completion of the Ship Railway is the increase in the length of the period of navigation; viz.: from about the middle of April, at which time the Straits of Canso are frequently so blocked by ice as to be impassible.

Pictou, which has long been connected with the trade of Prince Edward Island, possesses a harbour, which is five miles long by from one half to three quarters of a mile wide. It is open two weeks earlier in the spring and two weeks later in the autumn than the port of Montreal. The Prince Edward Island Steam Navigation Company's vessels make daily trips from Charlottetown to Pictou. This Company is now having a first-class steel passenger steamer built on the Clyde for this route. The Dominion winter steamship "Stanley," built on the Clyde, makes the

trip from Charlottetown to Pictou in the summer in three hours, while the vessels of the P. E. I. Steam Navigation Co. require five hours. There is a large pleasure travel to P. E. I. through Pictou, and this is constantly increasing.

The Magdalen Island steamer "Beaver," iron, leaves Pictou once a week, every Monday, on the arrival of the noon express, calling at Souris and Georgetown, P. E. I., both going and returning.

PICTOU COAL MINES.

The area of the Pictou coal field is about thirty miles. It is distant from six to fourteen miles from the wharf in Pictou harbor, where vessels of two thousand five hundred tons can load. There are four mines in Pictou now in active operation; viz.:

Vale,	Acadia,
Albion.	Drummond.

The Vale, Acadia and Albion are under one management, that of the Halifax Co. There are four workable seams of coal, varying in size from 5 to 36 feet each. The character of the coal is good for steam, iron making, and for gas. It is remarkable for its freedom from sulphur, contrasting strongly in this respect with the Cape Breton coal. 60,000 tons have formerly been banked for months, and there never was a case of spontaneous combustion.

The different characters of coal shipped from Pictou and their respective prices free on board are as follows:

Lump,	...	...	...	from \$2 00 to \$2 25 per ton.
Run of Mine,	...	...	...	2 75 "
Nut,	...	...	...	1 25 "
Culm,	...	...	...	from \$0 60 to 0 75 "

There is Railway communication between all of the mines and tidal water, and coal can be shipped from seven to eight months in the year. The product of the Pictou mines for the year ending Dec. 31st, 1888 was 474,188 tons. This output can easily be trebled should the state of the market warrant it.

IRON ORES OF PICTOU.

The iron ore district of Pictou embraces extensive deposits of this material. It is distant from fifteen to sixteen miles from the wharf at Pictou harbor. In order to utilize this ore the construction of a branch railway seven miles long connecting with Eureka station on the Intercolonial would be required. Much of this ore is of excellent quality, free from impurities, and easily reducible, and would be an excellent article to export to the United States.

Considering the numerous ports in New Brunswick and Quebec, situate at the mouths of various rivers, down which large quantities of timber are every season floated to the sea, as well as the great annual production of the fisheries on the Gulf, it is highly probable that there is a sufficient trade around the shores of the Gulf to employ a steamer or two. Shingles are even now constantly being exported to the United States from this quarter by rail at a great sacrifice for carriage. It is estimated that a saving of \$1.50 per ton could be saved by transporting the same by Ship Railway and steamer. Such is the demand for cedar sleepers at present in the United States that they are now being carried by steamship from the Province of Quebec to Boston through the Straits of Canso at a cost of fourteen cents per sleeper. In the vicinity of the rivers which discharge into the Bay of Chaleur, more especially in the Province of Quebec, an unlimited supply of this wood can be had for many years. In fact, this is the best locality in Eastern America for obtaining cedar sleepers, shingles, and telephone or telegraph poles, and the quality of the wood is also remarkably good here.

In confirmation of the above, see clipping from the *Moncton Times* of May 6th, 1890:

RAILWAY SLEEPERS.

"The shipment of railway sleepers from Bay Chaleur to Boston and neighboring ports will probably exceed 200,000 ties during the present season. Recent charters include the brig 'American Union,' Bay Chaleur to Portsmouth, N. H., at 14c; the balance are to go to Boston direct, two trips each, schooners 'North America,' 174 tons, 'North America,' 138 tons, 'Alta,' 'Mary Rogers,' new, and 'Annie Simpson,' at 15c; 'Veritas' at 15½c; 'Elizabeth Ann' and 'Mary E. McLaughlin' at 14½c."

SECTION NO. 2.

Canada has wants which only a tropical climate can supply. Spices, fruits, sugars, and delicacies requiring hotter weather to mature than is found in her temperate regions, must be provided for her people. Fortunately, the West Indies, lying at her very door, supply all her wants in this respect, receiving in payment therefor just such articles: Wood, fish, potatoes, oats, etc., as can only be produced in a climate similar to her own. The West India Islands under British rule have an area of more than fifteen thousand square miles, while British Guiana contains 76,000 square miles. These are said to have a population of a million and a quarter. If to this be added that of the French, Spanish, Danish, Swedish, and Venezuelan Islands, as well as that of the Republics of Hayti and St. Domingo, comprising in all a population of from four to five million, we have a people nearly equal in numbers to that of Canada, which requires just such articles as the latter can supply, and which must ere long, and so soon as efficient means shall have been taken to supply their wants, owing to their proximity to its shores, become the best customers of Canada. In order to give an idea of the extent of the imports into the West Indies, we have made use of some statistics gathered by the Honorable John McDonald, of Toronto, who lately visited the West Indies:

Barbadoes imports articles of the value of	\$4,615,935
Trinidad	“ “ “ 9,593,350
British Guiana	“ “ “ 8,015,875

Of these the United States furnishes by far the greater quantity. In the case of Barbadoes, the trade with the American Republic exceeds that with all other countries combined.

Chignecto Steamship Company.

TO BRITISH GUIANA.

The United States Sends.		British North America Sends.		Duty.	
		s.	d.		
Bread, including Biscuits,	709,630 lbs.	11,200 lbs.	2 1	per 100 lbs.	
Butter,	182,671 "	6 "	0 1	" lb.	
Candles, tallow,	32,745 "	none	2 1	" 100 lbs.	
Cheese,	193,720 "	"	0 1	" lb.	
Confectionery,	6,164 "	"	0 2½	" "	
Corn and Oatmeal,	1,731,124 "	"	1 ½	" 100 lbs.	
Corn Brooms,	2,063 doz.	200 doz.		.....
Flour,	138,941 bbls.	none	4 2	per bbl.	
Grain,	28,064 bus.	100 bbls.	0 2½	" bush.	
Grain, feed,	10,025	none.	0 2½	" "	
Hams,	205,835	1,223	0 1	" lb.	
Hay,	837,879	7,460	0 5	" 100 lbs.	
Mules,	194	none.	0 1		
Oils,	393,233 gals.	"	0 10	per gal.	
Pitch,	1,023 bbls.	"	2 1	" bbl.	
Shooks,	5,191 packs	338 packs	0 4	" pkg.	
Soaps,	494,890 lbs.	92 lbs.	2 1	" 100 lbs.	
Tar,	720 bbls.	none	2 1	" bbl.	
Tobacco,	10,015 lbs.	"	1 10½	" lb.	
Tongue, pickled,	12,203	150	0 1	" "	
Turpentine,	2,785 gals.	none	0 9	" gal.	
Apothecaries' Wares, ..	261 pkgs.	"	7 %	ad valorem.	
Cabinet Ware,	422 "	"	"	"	
Hardware,	729 "	"	"	"	
Leather,	244 "	20 pkgs.	"	"	
Linens and Cottous, ...	317 "	2 "	"	"	
Miscellaneous,	1,082 "	6 "	"	"	
Paper Manufactures,	2,147 "	none	"	"	
Preserved Fruits,	238 "	"	"	"	
Preserved Meats,	1,561 "	410 pkgs.	"	"	
Wood Manufacturers, ...	418 "	none	"	"	

TO TRINIDAD.

The United States Sends.		Canada Sends.		Duty.	
		s.	d.		
Bread,	13,673 lbs.	none	1 6	per bbl.	
Butter,	90,163 "	222 lbs.	0 1	" lb.	
Cheese,	140,533 "	330 "	0 1	" "	
Furniture,	£3,030 val.	none		4 per cent-	
Flour,	98,307 bbls.	"	3 4	per bbl.	
Hardware,	£7,813 val.	£172 val.		4 per cent.	

Statistics of Traffic.

11

TO TRINIDAD.—Continued.

	The United States Sends.	Canada Sends.	Duty.	
			s.	d.
Lard,	1,659,781 lbs.	none	3	0
Live Stock,	£4,830 val.	.....	
Medicines,	£1,701 "	£20 val.		
Oil Meals,	17,485 lbs.	none	1	0
Shooks,	47,975	3,208	0	7
Staves,	323,774	none	12	0

TO TRINIDAD FREE OF DUTY.

Meats,	2,942,589 lbs.	none
Live Stock,	1,546	218
Vegetable Products,	£6,170 val.	£508 val.

TO BARBADOS.

	The United States Sends.	Canada Sends.	Duty.	
			s.	d.
Bread,	4,125,936 lbs.	9,850 lbs.	0	6
Butter,	755,141 "	330 "	7	6
Cheese,	101,740 "	none	7	6
Corn & Grain, unground,	6,719,996	"	0	6
Lard,	743,587	"		
Meat,	3,163,547	"	5	0
Staves and Shooks,	3,907,220	131,822	0	6
Flour,	73,358 bbls.	100	4	2

In the following articles Canada exports more largely than the United States to Barbadoes :

	The United States Sends.	Canada Sends.
Oats,	1,812,517 bush.	2,401,753 bush.
W. Pine,	2,582,080	7,336,505
Shingles,	556,150	3,520,850

To British Guiana Canada also exports the following articles in which she exceeds the United States largely :

	The United States Sends.	Canada Sends.
Smoked Fish,	2,700	34,526
Lumber,	3,824,505	6,139,140
Staves,	335,195	637,345
Staves, R. O.,	11,980	222,027
Potatoes,	1,715	16,734

Mr. McDonald says, as to the means of transportation from Canada to the West Indies, "Let me first notice the importance of a regular and rapid steam communication. This is a matter of the very first importance, if we are greatly to increase our trade with these Islands. I do not wish to be understood now as expressing any opinion upon the excellence or inefficiency of any of the existing lines. I am claiming that a class of vessels faster than any now engaged in the trade and fitted up expressly with direct reference to the West India trade is a necessity, if any great change is to be brought about. When I say fitted up with direct reference to the West India trade, I mean, not for freight only, but for passengers, with such a perfect system of ventilation, and every other modern improvement, as will create a constant intercourse between Canada and these Islands for pleasure as well as for business. By rapid transit we should get all West India fruits in perfect order, retaining their flavour, something of which we are entirely ignorant at present, and at prices which would put them within the reach of the great mass of our people.

The position of the British possessions in America is such as insures to them a large share of the trade between the West Indies and the South American Republics, and the North American Continent. Not only have the Maritime Provinces of Canada ample and excellent harbors, but they have what the United States have not, vast quantities of coal on their immediate sea-board in or near harbors where in a very short space of time steamships can coal with the least possible expense; and as many of the articles carried to and from the warm countries are perishable, it is very evident that steamships must to a very great extent be the vehicles for the conveyance of these.

An examination of the statistics of the present trade under unfavourable circumstances will give an idea of what under better auspices may be done towards developing and fostering a trade which must hereafter, when properly dealt with, assume vast proportions.

The figures given below are taken from the tables of the Trade and Navigation returns of Canada for the year ending 30th June, 1888, and are as follows :

Chignecto Steamship Company.

To French West Indies :					
Nova Scotia,	...	...	...	...	<u>\$ 48,871</u>
To Danish West Indies :					
Nova Scotia,	...	...	...	...	<u>\$ 33,817</u>
To British Guiana :					
Nova Scotia,	...	...	...	...	\$ 175,095
New Brunswick,	...	...	...	...	9,454
Prince Edward Island,	...	...	...	...	26,218
Total,	...	...	...	...	<u>\$ 210,767</u>
To Brazil :					
Quebec,	...	...	...	...	\$ 301,500
Nova Scotia,	...	...	...	...	25,291
New Brunswick,	...	...	...	...	5,120
Total,	...	...	...	...	<u>\$ 331,911</u>
To Argentine Republic :					
Quebec,	...	...	...	...	\$ 616,693
Nova Scotia,	...	...	...	...	41,038
Total,	...	...	...	...	<u>\$ 657,731</u>
To Uruguay :					
Quebec,	...	...	...	...	\$ 42,866
Nova Scotia,	...	...	...	...	11,606
New Brunswick,	...	...	...	...	16,461
Total,	...	...	...	...	<u>\$ 70,933</u>

After having visited Prince Edward Island, where I remained for some time, having during that period interviewed the Collector of Customs, Provincial Secretary, and other leading people in Charlottetown, and after having studied the trade of the Island carefully, I have arrived at the conclusion that a suitable line of fast steamers crossing by the Ship Railway, the Isthmus which divides Nova Scotia and New Brunswick, will take a very large part of the carrying trade now running from that Island; and that such suitable line, under suitable conditions, will be a paying investment to those who may take stock in the same.

My reasons for arriving at such a conclusion are as follows: Owing to the shortening of the distance traversed by steamers

between the Island, St. John, and Atlantic ports in the United States, perishable articles, and those which are injured by re-handling, as is done at Point du Chene and Pictou, when transferred to railway, or those which deteriorate rapidly while being transported by water, will be carried to their destination in the shortest possible time without having either to break bulk or be delayed in transit, as is now being done by those steamers which pass through Canso and touch at various ports, whereby much loss as well as costs are now incurred by shipping by water, and by water and rail either from Point du Chene or from Pictou, and as the exports from Prince Edward Island consist largely of food products, the fact of their perishableness is patent.

The amount of those agricultural products on which the Island so largely depends is also vastly on the increase, the consequent trade differing in that respect from such a trade as that followed by the lumbermen of the Maritime Provinces of Canada, in which the source of supply is constantly decreasing.

The chief forest wealth of New Brunswick is now to be found on the shores of those rivers which empty into the Gulf of St. Lawrence. Of this fact any one can convince himself by examining the returns of monies paid for dues into the treasury of the Province of New Brunswick for timber cut on the crown lands of that Province.

So rapidly are the exports of Prince Edward Island increasing that from the year 1871 to 1882 and 1883 they more than doubled in value. Considering also that Prince Edward Island, in proportion to its area, has more cultivable land than any other of the Canadian Provinces, and that it has an acreage of 1,365,400 acres with only a population of about 120,000, one can readily understand to what an extent its productions must increase.

The two steamers, "St. Lawrence" and "Princess of Wales," which have run from the Island to Point du Chene and Pictou for many years, although slow and inferior, have earned much money for their stockholders. I was unable to obtain any returns as to the receipts of these stockholders from their investments, as returns are not given to the public. I know, however, from what I have heard on the Island that they are large.

Mr. Lewis Carvell, one of the leading merchants of Charlottetown, and President of the Board of Trade of that place, informed me that the shares in the P. E. I. Steam Navigation Co., which are nearly all held in Charlottetown, have for many years paid an annual dividend of from 20 to 30 per cent.

Not only would such a line of steamers be the means of transporting the productions of Prince Edward Island to St. John, and to the American cities of the Atlantic coast, but starting from the dividing line between Westmorland and Cumberland, two of the most fertile counties in New Brunswick and Nova Scotia. (The deposit of rich marine alluvium covering 52 square miles in the parish of Sackville alone). It will also afford a ready means of transit to the above mentioned places for all the products of this district, as well as for those of the County Albert, and agricultural products form a very large part of the exports of this section of New Brunswick and Nova Scotia to the United States.

To this may be added the fact that as there is a large passenger travel to and from Boston by the International line of steamships which ply between the port and St. John, not only from among the people of Prince Edward Island, but also from among those of the three counties above named, as well as of the residents of counties in New Brunswick which border on the Gulf of St. Lawrence. A large part of the travel from Eastern New Brunswick and Western Nova Scotia, which formerly took steamer at St. John for Boston, will hereafter be transferred from the International line to the line of steamships which will cross the Chignecto Railway.

E. J.

APPENDIX.

All fears of the practicability of the Ship Railway and injury to vessels will disappear as if by magic at the transport of the first loaded vessel from Gulf to Bay. From Tidnish, Baie Verte, to St. John by Ship Railway will only take from eight to twelve hours, whereas by the voyage around Nova Scotia it might occupy as many days.

The tolls will be regulated on the following principles :

1. To encourage and develop trade by low rates, and to prolong the Inland Lake navigation to St. John, N. B., from Western Canada.
2. To discriminate as to nature and value of cargo, also size of vessel.
3. To compete with freights around the Atlantic Coast of Nova Scotia.
4. To carry at the lowest rates, consistent with a moderate return on the capital invested, until the Marine Railway is worked up to its full capacity.
5. To make a small charge on the hull, as well as cargo, to be regulated on a sliding scale principle.
6. To have regard to the distance the cargoes have come in the manner of railways as to the products of the West.

The probable rates will be twelve and a half cents a ton on the gross register of the vessel transported, and the cargoes will be charged at a rate on the barrel, bushel, ton, or thousand, that will draw trade in the direction of their destination, and will not probably exceed usual cost on canals, including towage.

CHIGNECTO MARINE TRANSPORT RAILWAY.

ESTIMATE OF THE PROBABLE TRAFFIC TO BE CARRIED AND DEVELOPED.

ARTICLES OF COMMERCE.	FROM.	TOWARDS.	AUTHORITY.
<p><i>Products of the Forest.</i>—All kinds of short or small lumber, planks, deals, boards, battens, scantling, clapboards, cedar and pine shingles, laths, palings, pickets, ship timbers, knees, masts, spars, cedar sleepers, pine, hachmatac, railway ties, telegraph poles, spiling, hemlock bark, hemlock boards, staves, hoops, sugar box shooks, black ash, elm, maple.</p> <p>Pine boards, oak, elm, walnut, ash.</p>	<p>The North Shore of New Brunswick, Nova Scotia, Bay Chaleur, & Gaspé Basin.</p> <p>Estimated at forty million superficial feet.</p> <p>Quebec.</p>	<p>St. John, United States, West Indies, Guiana, Brazil, Buenos Ayres.</p>	<p>Sen, Muirhead, W. Elder, M.P.P. Ed. Jack, C. E. F. C. Winslow. Hon. J. W. Lawrence. Hon. J. Boyd. J. Pickard, M.P.</p>
<p><i>Products of the Western Provinces.</i>—Flour, meal, barley, oats, corn, wheat, pork, beef, hides, mineral oil, agricultural implements, machinery and other heavy manufactures, phosphates, ores, etc.</p>	<p>Montreal, Toronto, Chicago, and all lake ports.</p>	<p>Coming in the lake propellers to St. John, can there exchange for southern products, and coal, plaster and stone.</p>	<p>J. Pickard, M.P. Hon. J. Young at meeting of Dominion Board of Trade in '71, Hansard, 1876, p. 1144.</p>
<p><i>Agricultural and Animal products from Prince Edward Island and Cape Breton</i> (west coast).—Potatoes, roots of all kinds, oats, beans, peas, pressed hay, lard, tallow, wool, horses, cattle, sheep, swine, dairy produce, poultry, hides, pelts.</p>	<p>Ports of Charlottetown, Summerside, Georgetown.</p>	<p>To Saint John, Portland, Boston, Providence, New York, West Indies.</p>	<p>C. Burpee, M.P. Hon. J. C. Pope. J. C. Hall. W. Elder, M.P.P. Hon. J. S. Carvill</p>
<p><i>Products of the Sea and the Fisheries of the Gulf of St. Lawrence.</i>—Fish of all kinds, cured, frozen, pickled, canned, dried or alive; cod, halibut, mackerel, ling, pollock, salmon, capelin, herring, smelt, alewives, lobsters, oysters; also, coal, seal, porpoise and whale oils.</p>	<p>Labrador, Anticosti, Bay Chaleur, Gaspé Basin, P. E. Island, & the Gulf waters generally, and from Quebec.</p>	<p>Ports of the United States, north & south, Cape Cod, New Bedford, Gloucester, New York, New Orleans, West Indies, Brazil, Buenos Ayres.</p>	<p>R. G. Lunt. J. C. Hall. W. Elder, M.P.P. Hon. R. Marshall C. Milner. Alex. Wright.</p>
<p><i>Products of Mines and Quarries.</i>—Coal from Pictou for steam purposes; freestone, plaster, rough and calcined, grindstones, marble and slate, and ores.</p> <p>Coal from Sydney via St. Peter Canal.</p>	<p>Pictou, Port Hood, Wallace, Cape Breton, (west coast) Gloucester.</p> <p>New Sydney.</p>	<p>To United States ports, West Indies, St. John.</p> <p>St. John.</p>	<p>H. A. Budden. F. Newbery. Hon. J. Boyd. A. Wright.</p> <p>Hon. J. Boyd. A. Wright.</p>
<p><i>Miscellaneous Products.</i>—Merchandise, vessels seeking short cut and looking for cargoes; steamers, tugs, schooners and small craft generally going to winter in St. John.</p>	<p>Quebec and Gulf ports, P. E. Island.</p>	<p>To United States, and to St. John, and to winter in Bay of Fundy.</p>	<p>Report on Baie Verte Canal page 11. C. Burpee, M. P.</p>

ESTIMATE OF THE PROBABLE TRAFFIC—Continued.

ARTICLES OF COMMERCE.	FROM.	TOWARDS.	AUTHORITY.
RETURN TRADE.			
<i>Tropical and Semi-Tropical Products.</i> —Sugar, molasses, cotton, coffee, hides, tallow.	South America, Brazil, Guiana, West Indies, Southern States, and exchangeable at St. John for Western Canadian products and manufactures.	To Montreal, Quebec, Toronto, and all lake ports, also to gulf ports and P. E. Island.	Hon. J. Boyd. Hon. J. Young, speech at Dominion Board of Trade, 1871. J. Pickard, M.P. C. Milner.
<i>Products of the Mine.</i> —Bituminous coal of Nova Scotia.	From the collieries of Cumberland Co., South Joggins, Spring Hill, Hibbard, Lawrence, Milner, and other mines of Maccan & River Hebert.	Montreal, Toronto, Quebec, and all lake ports, also to P. E. Island and all Gulf ports.	Quebec Board of Trade. J. W. Lawrence. Alex. Wright. C. Milner. Hon. J. Boyd. Sen. Dickey. Hon. W. Muirhead.
<i>Products of the Quarry.</i> —Olive, grey and brown free-stone.	Dorchester, Hopewell, Harvey, Saint Mary's Bay, Woody Point, St. George, Ch'lotte St. John County.	Quebec, Montreal, Toronto, and all cities and towns of the western Provinces.	Hon. J. W. Lawrence. Hon. Jno. Boyd. Hon. R. B. Dickey.
Red Granite. Grey Granite. Iron, marble, lime Grindstones, scythe and whet stones and ores.	Londonderry Mines, Five Islands and Minudie.		
Plaster (gypsum) in the rough used as fertilizer, and manufactured calcined plaster	Windsor, Martin's Head, Hillsboro', Shepody.	To Ontario and the west.	J. G. Tompkin. W. Elder, M.P.P.
<i>Merchandise, Manufactures and Supplies.</i> —Being the return propeller cargoes in exchange for lumber from north shore, N. B., N. S., and Quebec, and agricultural products of P. E. Island.	United States, St. John and Bay of Fundy ports.	To Quebec and all Gulf ports.	Hon. J. Young, Chamber of Commerce, St. John. J. Pickard, M. P.
<i>Miscellaneous.</i> —The fishing fleets with bait and supplies, and other cargo, vessels seeking cargoes, steamers, tugs, smacks and small craft.	Outfitted in United States or in Bay of Fundy or Saint John.	For the Gulf fisheries, Labrador, Anticosti, Bay Chaleur, Gaspé Basin.	Hon. J. W. Lawrence. Senator Dickey.

By the Government Returns for last year the total arrivals and departures of vessels engaged in the Coasting Trade of the Maritime Provinces amounted to 68,246 vessels, and 10,863,329 tons.

DISTANCES SAVED BY SHIP RAILWAY.

FROM.	TO.	VIA GULF CANALS.	VIA SHIP RAILWAY.	SAVING OF VOYAGE.
		KNOTS.	KNOTS.	KNOTS.
Tidnish, Baie Verte,	St. John,	620	120	500
Montreal,	St. John,	1,315	930	* 385
	Portland,	1,395	1,165	230
	Boston,	1,445	1,245	† 200
Quebec,	St. John,	1,155	770	385
	Portland,	1,235	1,005	230
	Boston,	1,285	1,085	200
Gaspé Basin, Q.,	St. John,	750	365	385
	Portland,	830	600	230
	Boston,	880	680	200
Chatham, N. B.,	St. John,	740	280	460
	Portland,	825	515	310
	Boston,	875	595	280
Bathurst, N. B.,	St. John,	830	370	460
	Portland,	910	605	305
	Boston,	960	685	275
Richibucto, N. B.,	St. John,	675	215	460
	Portland,	755	450	305
	Boston,	805	530	275
Charlottetown, P. E. I.,	St. John,	585	180	† 405
	Portland,	665	420	245
	Boston,	715	500	215
Summerside, P. E. I.,	St. John,	635	175	460
	Portland,	715	410	305
	Boston,	635	490	275
Georgetown, P. E. I.,	St. John,	545	225	320
	Portland,	625	460	165
	Boston,	675	540	135
Pictou, N. S.,	St. John,	545	180	365
	Portland,	625	420	205
	Boston,	675	500	175
St. Peters Canal, N. S.,	St. John,	465	280	185
Parrsborough, N. S.,	Tidnish, Baie Verte,	680	120	560
Truro, N. S.,	do.	720	160	560
Windsor, N. S.,	do.	680	140	540
Digby, N. S.,	do.	580	150	430
Yarmouth, N. S.,	do.	490	220	270
Joggins Coal Mines, N. S.,	do.	650	50	600
Moncton, N. B.,	do.	700	60	640

* Per Report of Baie Verte Canal Commissioners, **225** knots; error, **160** knots.

† " " " " **175** knots; error, **25** knots.

‡ " " " " **354** knots; error, **51** knots.

⚓ Propellers from Montreal and Quebec, calling at Gulf Ports *via* Straits of Northumberland, would save **430** miles. By the Report of Baie Verte Canal Commissioners the saving was put at **225** miles, being an error of **160** miles direct and **205** miles *via* Straits.—*Vide Report p. 13.*

