

"Shipmasters, engaged in the European trade, assert that when in a voyage from St. John, N. B., to Europe, they pass the Gut of Canso, they consider they have accomplished half their voyage. By using the Ship^m Railway all vessels, not exceeding 1,000 tons register, could pass through the Gut of Canso, from St. John, in from two to four days, thus saving, on an average, from 10 to 15 days."—*Letter to Post*.

"There is no form of structure which is known to be subject to more unequal, irregular and ever-varying strains than a ship at sea, and these very points are carefully guarded against in her designs and construction. * * * If there was any fear of a cargo bursting her sides—as some have held there is—it would have burst them on her first loading, as although water is incompressible in confinement, it is exceedingly yielding when unconfined. Hence the risk of damage to vessels by straining during transport over land may, at once, be set aside as puerile."—*Iron, London, October 3rd, 1884*.

"There will, in my judgment, be little or no difficulty in transporting properly constructed ships from sea to sea with entire convenience and safety."—*G. Fosberry Lyster, C. E., Liverpool Docks*.

"If the 900-ton propeller could deliver Western or Canadian products at Halifax or St. John, these places would thus become cheap depots for such products. Assorted cargoes of fish, hoops, shooks, lumber, etc., could be made up at these ports for the West India Islands and South America, and could bring back return cargoes, from these countries, of sugar, coffee, hides, tallow, etc., to be again re-shipped as return cargo to Canada and the Western States by the inland propeller, and thus delivered at less cost by such means than by any other possible route."—*Hon. John Young's Speech, Dominion Board of Trade, 1871*.

"Hundreds of American vessels would pass and repass through this Canal, and they could afford to pay toll, because it would enable them to make an additional voyage each season."—*Hon. R. B. Dickey, Senator*.

"An object of vast importance is the opening of a safe and easy passage to Quebec several weeks earlier in the spring than can be reckoned upon by the present route and wholly avoiding the great danger of encountering the ice between Newfoundland and Cape Breton or in the Gut of Canso."—*L. Donaldson, Chamber of Commerce, St. John*.

"The practice of lifting a ship of large size, clean out of the water, has become an every day occurrence."—*Mr. William John, Shipbuilder*.

"Now this project, which has been very much talked about, was entered upon as a substitute for the well-known Baie Verte Canal. That was an undertaking which was agitated in the Provinces of New Brunswick, Nova Scotia and Prince Edward Island for half a century. It received the sanction of every governor and every military commander to whom it was referred during the whole of that period, and it became one of those things that had to be done."—*Senator Dickey*.

"There are other points, besides those in New Brunswick and Prince Edward Island, and there are vessels trading weighing up to 2,000 tons, and some of these are at this moment, or were a few days ago, and had been for many days previously, prevented from getting through the Straits of Canso by the ice. Sometimes vessels are obliged to lie there for weeks—vessels of 3,000 tons—waiting for a chance to get through. With this avenue open between the Gulf of St. Lawrence and the Bay of Fundy they would not be blocked in that way. The Straits of Northumberland are sometimes blocked with ice when Charlottetown and other ports are free from it, and communication is practicable between them and ports in Nova Scotia and New Brunswick."—*Hon. Mr. Carvell, Senator*.