

from Gulf to Bay of the most numerous tonnage of the inland coasting trade of Canada may be illustrated by the fact that in 1882, out of 14 million tons of entries and clearances not less than 8,394,000 tons consisted of paddle wheelers ; and out of all these steamers now plying in the Bay of Fundy and Gulf of St. Lawrence not one could have passed through the canal.

ADVANTAGES OF A SHIP RAILWAY.

The advantages that a Ship Railway would possess in this locality over any canal, were fully demonstrated to the Government of Canada before the subsidy was granted by that Government ; they are in fact self evident, and may be enumerated as follows :—

The Ship Railway can transport vessels of greater width and draught than the proposed Canal was designed for.

It would be open for the transport of vessels at an earlier date in the season than a canal could possibly be, and could be used when the Gut of Canso is closed by ice.

The transportation of vessels would be more quickly performed.

The execution of the work would take but one-third the time.

Its cost is more accurately estimated and is but one-fourth that of a canal that would accommodate the same sized vessels.

The maintenance, repairs, and operating are less expensive owing to the difficulty there would be in keeping the works of a canal free from injury by frost and ice. Owing to the fact that in summer, southerly winds prevail with the regularity of trade winds, it would then be almost impossible to sail a vessel through the canal from the Gulf of St. Lawrence to the Bay of Fundy ; the task of towing would be nearly as expensive as transportation by rail.

The capacity of the Ship Railway can likewise be more easily increased to meet the demands of commerce, whether as to size of vessels, or as to the number of them.

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