

"Coal steamers on time charter, running from Pictou to ports in the United States (where rapidity of movement is all important,) would unquestionably use the Isthmus route."—*F. W. Henshaw, Esq., President Montreal Board of Trade.*

"If the Railway works as well as the plans indicate and engineers believe, it will revolutionize the commerce of the Maritime Provinces."—*Daily Sun.*

"The great development of shipping, fishing, and general trade, in the sixty years since Mr. Hall's estimate was made, leads to the conclusion that Mr. Ketchum's estimate of the traffic for the Ship Railway (600,000 tons) is not overstated. For each particular of these probable items of traffic, the name of some prominent public man is given as an authority, so that the estimate is not that of one, but of many well informed persons."—*Daily Telegraph.*

"In the event of the Ship Railway being consummated, Lake vessels bringing down Western produce could carry back to Chicago cargoes of best brown stone. Fifty thousand tons yearly would not be an extravagant estimate in the immediate future for this trade alone. The owners of stone could afford to pay a handsome toll—a dollar a ton—for the transport across the Isthmus."—*Joseph B. Read, Manager of Stone Quarries, letter to Sun.*

"The flow of traffic that will pass over this Railway can be imagined by a glance at the map. It will lower our freights to and from our natural markets, and in this way must save money directly to our people, both as consumers and producers."—*Summerside Journal, P. E. Island.*

"This Railway will be of great use to those trading between the North Shore of New Brunswick and the United States, as it gives them a short cut to the seaports of the Republic. Prince Edward Island will be benefited in a similar manner, but in a less degree. Advantages from this connection by rail of the waters separated by the Isthmus of Chignecto would, no doubt, arise, which have not been foreseen. This is always the result of increased facilities of communication. They create a trade for themselves."—*Montreal Herald, Sept. 10th, 1885.*

"The Railway will afford complete water communication between Quebec and St. John, either of which cities is said to have one hundred fold the shipping trade with transatlantic cities that the two cities named have with each other."—*Free Press, Ottawa.*

"The Gulf trade with New England, with the West Indies, and with South America, would at once receive a great impetus on the completion of this work."—*St. John paper.*

"The line being virtually level and straight, the length but 17 miles, and the speed slow, it is evident the working expenses should be less than on an ordinary Railway. In fact, if the line is as solidly constructed as contemplated, the working expenses should be but little more than the cost of 'locomotive power' added to the expense of lifting and lowering the vessels, a process which is daily economically carried out in the Victoria Docks, on the Thames, and elsewhere."—*Sir James Brunlees' letter, 13th January, 1883.*

"In my opinion, a vessel would occupy 14 days in sailing from Charlottetown, Shediac, or Baie Verte to St. John, N. B., and by Ship Railway, from any of the above ports to St. John, about one or two days."—*Capt R. C. Haws, Liverpool. Letter, 1st July, 1886.*

"There is no fear whatever of a ship undergoing any strain in the process of lifting out of the water (as would be necessary in case of a Ship Railway) that she is not liable to at present in ordinary decking."—*Sir E. J. Reed, M. P., evidence on Mexican Ship Railway.*