## Between the Great Lakes and Atlantic.

would be over a ship railway between Georgian Bay and Toronto Mr. Babcock, on behalf of his Company, replies as follows :—

"The question of the size of vessels that can be built here seems to be the only one on which Mr. Corthell desires information, and I would, therefore, say, that at this yard we can build anything from 400 feet over all, 50 feet beam, and any depth, provided that a channel such as he specifies can be used to salt water. There would be, of course, no reason why we could not build vessels for any service there if we get money enough for them. As for transporting such vessels on a ship railway between Georgian Bay and Toronto, I believe such a carriage is entirely feasible, and that no special arrangement would be required on the vessel herself at all. It would, therefore, be entirely immaterial to us as ship builders what was done with the vessel after she left the yard."

The increasing size of rolling stock, both motive power and freight cars, on ordinary railroads, has proven the great advantage in carrying greater and greater loads at one time. A few years ago 10 ton cars were the rule in this country. Now, 30 tons are becoming more and more numerous. Cars for still larger loads for special purposes are becoming more and more common, and the locomotives have increased in weight and power from 30 and 40 tons to 90 and 100 tons, and the cost of transportation has been reduced from  $2\frac{1}{2}$  cents to  $\frac{1}{2}$ cent per ton mile.

A ship railway is the logical result of the continual improvements in railroad methods from the time of the first railroad to the present. If it is possible to raise vessels and transport them over land with safety and economy, why should they be compelled to make great detours costing time and money?

If the immense business between the St. Lawrence and the coast of New Brunswick and New England can save 500 to 700 miles by operating a railway 17 miles long across the Chignecto Isthmus, why should it continue to take this long and dangerous voyage around Nova Scotia? If engineering skill can provide lifts and a railway and motive power that can haul vessels weighing 2000 to 2,500 tons, as already arranged for at Chignecto, who will say that it cannot design, construct and successfully operate a railway that will handle vessels weighing 5000 tons? Necessity knows no law, and this applies to commerce as well as to other things; and the demands of this commerce and of a great people, seeking the markets of the world by the least expensive route, will be satisfied with nothing less than the most approved and economical methods which it is in the power of man to provide.

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