

“WHITEHAVEN is a most splendid and commodious port, at the nearest *available* point of North America to England, its natural facilities greatly exceeding those of Halifax or any other point upon the coast. . . . The nature of the coast and entrances preclude the *possibility* of packed or drift ice accumulating, so that the ingress and egress is always free and open. . . . In case of fog the attainment of Halifax harbor requires *twenty* miles of pilotage navigation; for WHITEHAVEN never more than *three or four*.”

Major Robinson and Captain Henderson, Engineers commissioned by the British Government, Mr. Sanford Fleming, and other competent authorities, bear unanimous testimony to the same effect.

The distance from WHITEHAVEN to Galway Bay or the entrance to Bristol Channel is but a trifle over 2,000 miles. The passage across the Atlantic would then be easily accomplished by fast steamers in *five* days. All the dangers of coast navigation would be obviated to passengers. The effect of such a great saving of time and danger, upon ocean traffic, could not fail to be very great. *It would provide to the public the much-coveted boon of comfort and safety combined.* Less than 70 miles of railroad are needed now to connect WHITEHAVEN with the railway system of the American Continent, at New Glasgow, the present terminus of the Intercolonial Railway. The completion of this short line would place WHITEHAVEN in unbroken rail communication with Portland, Boston, New York, and the great grain producing regions of the West and North-West. The railway time between New York and New Glasgow, N. S., is now forty hours. This includes twelve hours' travel at 17 miles per hour, on the European and North American Railroad, from