

Prince Edward Island, and the Gulf and Bay Shore of Nova Scotia. Any Government in Canada should furnish whatever facilities they can to aid it. And we venture to believe that the early construction of a work which promises to be so fruitful of good to our trade and commercial interests would go far to aid in removing present causes of discontent in the maritime section of Canada.

[From the *Chignecto Post*, Aug. 11, 1887.]

WHEN one considers the startling fact that there is practically no intercourse to-day between the Gulf of St. Lawrence and the continent south by vessels, that Nova Scotia operates as a complete barrier to a trade that forms two-thirds of the business of the Bay of Fundy ports, no further argument seems needed to prove the commercial necessity of Isthmian transit.

[From the *Daily Sun*, July 8, 1887.]

A RECENTLY published pamphlet makes a strong case for the Chignecto Ship Railway. On two or three points the argument is conclusive. In fact, it needs no argument to show that the scheme is practicable. The marine slip may be seen in operation any day, and so may the hydraulic ship lift. There is nothing in the working of this Ship Railway project which is not found in these. Nor is there any question that the Ship Railway would, if constructed and put into satisfactory operation, be of great service to commerce. The mere fact that it shortens the distance from the Gulf ports to New England and Bay of Fundy ports by 500 miles at the least, and some 800 miles at the farthest, reducing the distance by from fifty to ninety per cent., is proof of this. Shippers will, other things being equal, take the shortest, quickest, and safest route.

It is now sixty-six years since the first survey was made looking toward a course for vessels across the Isthmus of Chignecto. These surveys were made before 1830. The Canal project was condemned at length on the strength of a stupidly inaccurate report of the chairman of the Commission of 1873. This railway scheme has come in its place. According to the proposition made to the Government and accepted by them, with the subsequent approval of Parliament, a subsidy of \$170,000 for twenty years is available for the work, all the risk of its success being taken by the Company constructing. It was believed that a Company then formed would construct the road on these terms, but for some reason no progress has been made up to the present time. The real difficulty has not been made known, and there is no explanation in the pamphlet to which we have referred. Mr. H. G. C. KETCHUM, who represents the Company here, and who is the chief promoter of the enterprise, is full of energy and persistence. He deserves to succeed. If he can do what has puzzled statesmen and engineers for nearly a century, namely, obliterate the portage between the Gulf of St. Lawrence