

600 miles, and the consequence is that there is little or no direct communication between the Bay of Fundy ports and those of the River St. Lawrence. By a Canal through the Isthmus the distance from Shediac to St. John will not be much more than one hundred miles."

"The construction of the proposed Railway has been submitted to Sir John Fowler, and the constructive details of making and working the line have been fully considered and approved by that gentleman, who has consented to act as Engineer-in-Chief. This Chignecto Railway, as finally decided upon, will be seventeen miles in length, will run through a practically level country, and will be laid with four lines of rails, over which the cradles in which the ships are placed will be conveyed. The steamers and sailing vessels to be transported will be limited to 1,000 tons register, and they will be of the class which, having small draught of water, are adapted for lake and inland navigation. These are necessarily unsuited to the stormy weather and the navigation of the Atlantic—hence the advantage of the proposed mode of transit."—*Railway News, London.*

"The cost of operating a Ship Railway may be ascertained by comparing it with the cost of working an ordinary railway. Mr. Corthell says:—

"The cost per ton per mile on the best railroads is 3 mills per ton per mile for through freight. From this should first be deducted the cost of such work as does not pertain to the Ship Railway. Deducting irrelevant items, we can properly reduce the cost 48 per cent., or to 1.56 mills; but a still further reduction is proper. Much larger loads are carried, the ratio of paying to non-paying loads is greater, the frictional resistance to the motive power is reduced at least 30 per cent., the rails are straight, the track perfect, the grades light, and greater results are obtained with less fuel and service. The above favorable conditions allow us to reduce the cost to 1 mill per ton per mile."—*Telegraph.*

"The Minister having referred the whole question to the Chief Engineer of government railways, he reports as follows:—

1. That the project is one quite practicable of execution;
2. That the Ship Railway as proposed would be a good substitute for the Canal originally contemplated;
3. That the advantage in respect of cost, as compared with that of a Canal, would be greater in favor of the Ship Railway, the cost of a half-tide Canal being calculated by the government engineers at from \$5,650,000 to \$8,217,849, whereas the subsidy asked for by the company, namely, of \$150,000 for twenty-five years, if capitalized at 4 per cent. would be equal to the sum of \$2,343,312 only."—*Report of Minister of Railways.*

#### THE MEXICAN SHIP RAILWAY.

"The Committee on Commerce, to whom was referred the bill (S. No. 430, 46th Congress,) to incorporate the Interoceanic Ship Railway Company, and for other purposes, have had the same under consideration, and beg leave to submit the following report:

The first question the committee considered was as to the practicability of constructing a Railway for the purpose of transporting ships and their cargoes. The testimony before the committee conclusively demonstrates the fact that such a railway is entirely practicable, and that loaded vessels can be transported over the same with absolute safety and economy.

In the first place the committee would refer to the testimony of Sir Edward J. Reed, K. C. B., late chief constructor of the British navy, who, in passing through Washington, kindly appeared before the committee at its invitation, and gave it the benefit of his views. The statement of Sir Edward Reed will be found printed in