

"We, shipowners and masters, having experience of the coast of Nova Scotia, have no doubt whatever that a saving of 10 to 14 days would generally be made by sailing vessels clearing from Miramichi and ports West as far as Quebec, and making for St. John, N. B., Portland and Boston, by using the Ship Railway, and so avoiding the weathering of Cape North and Cape Canso as by present route.

"We believe, too, that laden vessels would not be injured on the Railway if supported in a properly made cradle, such as is used on all marine slips; and we know that ships are purposely stranded at low tide all along the Bay of Fundy for receiving and discharging cargo, and that the vessels that could stand this are not likely to sustain any damage by being transported with cargoes over a Railway.

"We are, yours very truly,

F. C. MAHON, of T. & E. KELLY, 161 Gresham House.
MEEBILLINGS & Co., 9 Great St. Helens, London.

(Sgd) G. T. Soley & Co., Liverpool.	(Sgd) John Robertson, Liverpool.
" Robert K. Kelly, "	" James Sutherland, "
" H. Barss & Co., "	" D. B. Lawson & Co., "
" Chas. E. DeWolf & Co., "	" E. B. Hatfield, "
" Geo. A. Belyea, "	" R. C. Hawa, "
" E. F. Irvine, "	" Albert Armstrong, "
" T. C. Jones & Co., "	" W. D. Nelson, "
" Henry Lovitt, "	" William Lynch, "
" E. F. & W. Roberts, "	" James M. Allen, "
" John R. Hawe & Co., "	" Jas. F. Cruikshank, "
" J. F. Fraser, St. John, N. B.	" J. W. Holmes & Co., "
" Black, Moore & Co., L'pool.	

"This year (1884), I have the names of 1,700 vessels, and I can safely say that 500 more I had not taken as they anchor in Port Hawkesbury, but you can safely say that 2,000 vessels pass to and fro through the Strait of Canso."—*David Murray, Jr.*

SAVINGS OF DISTANCE.

The saving in distance to be effected by the Ship Railway is certified by the late Mr. Wyld, Geographer to the Queen, to be 500 miles to St. John *via* Straits of Canso from all points West of the Gulf Terminus of the Ship Railway.

It would be about 700 miles of saving over a voyage by Cape North around the Island of Cape Breton.

These distances are measured in the route steamers would take, which is more direct than that of sailing vessels, therefore the saving of distance would be much greater for sailing vessels.

It is estimated that 9 or 10 days would be saved by a sailing vessel going from Summerside to St. John.

The saving of distance from the Gulf Terminus (Tidnish Head) is as follows:

	VIA CANSO.	VIA CAPE NORTH.
To St. John,	500 Miles.	700 Miles.
" Parrsboro,	560 "	760 "
" Truro,	560 "	760 "
" Joggins,	600 "	800 "
" Moncton,	640 "	840 "
" Portland,	320 "	520 "
" Boston,	300 "	500 "

The route *via* Cape North is preferred by large sailing vessels which are liable to be detained at Canso by contrary winds, fog, etc.

Ton
Is
Gasp
New
Perce
Queb
Rimc
Picto
Haw
Port
Bathu
Carac
Chath
Dalho
Newc
Richi
Shipp
Charl
Summ
Tot
Amhe
Annap
Bridg
Cornw
Digby
Londo
Parrsb
Winds
Yarmc
Campc
Dorch
Hillsb
Monct
Sackvi
St. An
St. Ge
St. Jo
St. Ste
Tota
Gran