

Facilitate trade.

"Resolved, That this Board is of opinion that the undertaking of said company would greatly facilitate trade and commerce between the Eastern and Western Provinces; and further

The Board of Trade approves Ship Railway.

"Resolved, That this Board cordially approves the project for building the said Ship Railway, believing that this is a movement which will commend itself to all classes, and prove to be of great convenience and benefit to our trade and commerce generally."

Contract made for Ship Railway.

In March, 1886, a formal contract was entered into by the Company with the Government which made a change in the annual payments of the subsidy, but reduced the time over which it extended from 25 years to 20 years. The company was not to call upon the Government for any portion of the subsidy except what might be required to make up the net earnings of 7 per cent. on the authorized capital of \$5,500,000, and the company agreed to pay over to the Government one-half the surplus profit beyond the 7 per cent. until the whole of the subsidy which may then have been paid to the Company shall have been repaid to the Government.

Subsidy made repayable to Government.

Mr. Meiggs offers to carry out the Ship Railway.

After various unsuccessful attempts by the author to get parties to undertake this novel and difficult work, and find the money, at last, in the early part of the year 1888, Mr. John G. Meiggs, the eminent contractor of South American fame, offered through the author to form a company in London to carry out the undertaking, provided an extension of time could be made to the contract already entered into with the Government.

Application was accordingly made and the extension of time granted by the Dominion Government and Parliament in the spring of 1888.

Plans approved.

The plans were prepared and submitted to the Chief Engineers of the Department of Railways and Canals, and formal approval given by the Governor General in Council, in May, 1888.

Line located.

The line of railway and docks were then finally located under the instructions of the author by Mr. J. S. Armstrong, Mem. Can. Soc. C. E., and tenders invited for the grading, masonry, and the various works.

Company organized.

The Company was re-organized in London, the preliminary stock subscribed, and Directors appointed.

The Board of Directors.

The Board consists of Mr. Thomas Wood, President; Col. Paget Mosley, Vice-President; Mr. A. D. Provand, M. P., Mr. W. H. Campbell, Mr. A. R. Robertson, and Mr. Arthur Serena, Directors.

The Engineers.

Sir John Fowler, Sir B. Baker, and H. G. C. Ketchum were appointed Engineers.

The Contract.

A contract was then entered into between the Company and Messrs. John G. Meiggs & Son for the execution of the work, and subsequently £650,000 of the capital was raised in London by subscription; £300,000 being in preferred shares and £350,000 in First Mortgage Bonds.

Work begun on Ship Railway.

Under this contract, work was commenced by the Company in October, 1888. Messrs. Meiggs & Son contracted with Messrs. Dawson, Symmes & Usher, of Niagara Falls, for the earthwork and masonry, for the line of railway and docks, the dredging of the entrance channels, and the platelaying and ballasting; also for the erection of the moles at Tidnish. With Messrs. Easton & Anderson for the supply of the hydraulic lift machinery, its erection and working. With Messrs. Rhodes, Curry & Co., of Amherst, for buildings containing the pumping machinery. They also supplied the heavy pine sleepers for account of Messrs. Dawson & Co. Messrs. Cammell & Co., of Sheffield, supplied the steel rails, which are 110 lbs. to the yard of toughened steel. Messrs. Handyside & Co., of Derby, supplied the ship cradles, which are made entirely of steel. Messrs. James Harris & Co., of

The sub-contracts for the various works.