

Mary's current, to cost about one million five hundred thousand dollars (\$1,500,000) on present basis of values, the space, location and capacity of the elevator or elevators to be determined by mutual agreement, and in default by the Governor in Council.

7. Such rights of way over the sites referred to as may be considered necessary at any time for the trade of the Port by the Commissioners and Harbour Engineer are reserved, but so as to interfere as little as possible with the operations of the Allottees.

8. The said Allottees bind and oblige themselves to commence the actual work of construction of said elevators and warehouses on said sites above mentioned as soon as the condition thereof respectively permits, and to prosecute the construction of all said structures as vigorously, and put the same into operation as soon as the same, in the judgment of the Harbour Engineer, is practically possible. The report of the Harbour Engineer to the effect that the condition of the said sites respectively is such as to permit of the work of construction being begun shall be conclusive evidence of the fact, but for all purposes of responsibility the said Engineer shall be deemed to be the employee or servant of the Allottees and not of the Commissioners.

9. It is agreed that the plans and specifications of all structures and improvements are to be subject to the approval of the Minister of Public Works, the Minister of Railways and Canals and the Commissioners, and the said Ministers and Commissioners may appoint an Inspector or Inspectors to see that the work is carried on in conformity thereto; the whole without incurring any liability or responsibility in respect of or in connection with said work in any way, directly or indirectly, and the responsibility of the said Allottees shall in no way be lessened thereby, but be the same in all respects both towards the Ministers, Commissioners and third parties as if such approval and appointment had no existence.

10. That every vessel or barge, by whomsoever owned or controlled, shall have its regular turn at the wharves or elevators of the Allottees, and equal privileges in the use of the facilities for handling freight shall be extended to all carriers, the whole under the supervision and order of the Commissioners.

11. Rates for unloading, storing and loading grain and for handling at least the principal other commodities shall be posted in the elevators and elsewhere as the Governor in Council or Harbour Commissioners may require, and all rates shall be reasonable and subject to the approval of the Harbour Commissioners and Governor in Council.

The charges for shovelling grain shall be as favorable as those prevailing in any other grain shipping port, and every shipper may do his own shovelling.

12. The Allottees bind themselves to maintain the elevators, warehouses and plant in first-class condition in every respect, and to operate the same to the fullest capacity if necessary to meet the requirements of the trade.

13. In the event of the said warehouses and elevators or any of them ceasing to be operated by the Allottees on account of litigation, dispute or any other cause not incapacitating them from being operated, the said Commissioners have the right after ten days notice to take possession of and operate the same at the risk and cost and for the benefit of whomsoever it may concern, and at rates to be approved of as aforesaid, for such time as they may deem necessary to prevent interruption or injury to the trade of the Port; the whole without prejudice to the rights and obligations existing under this agreement.