

Prime Minister, spoke of the advantages to Canada of the Ship Railway, and added that—

"The amount we are called upon to expend is comparatively small, and we are not called upon to expend that until we have assurance of its success. I think the Government is to be congratulated on taking up the matter in the way it has."

The Hon. Alexander Mackenzie, then leader of the Liberal Opposition (the party now in power), said that—

"he (Mr. Ketchum) will no doubt obtain the money in the English market with the guarantee of the Canadian Government."

The above language expressed the approving and hopeful send-off by the Prime Minister and the Leader of the Opposition to Mr. Ketchum when he went to London seeking English capital, and he took with him :—

1. The Report of the Royal Commission advocating the construction of a Ship Canal across the Isthmus of Chignecto, no matter what it cost,
2. The Report of the Mr. Collingwood Schreiber, Deputy Minister of Railways, and adviser to the Government on Railway questions, approving the construction of the Ship Railway instead of a Ship Canal in which he quotes the following opinion of the Commissioners from page 79 of their Report:—

"The evidence submitted points out with remarkable force and unanimity the necessity of opening a highway for commerce between the Gulf of St. Lawrence and the head waters of the Bay of Fundy through the Isthmus of Chignecto dividing them."

The last paragraph in the Report of Mr. Schreiber is as follows:—

"Assuming that the importance of a Ship Railway over the Isthmus was, at the time of the Commissioners' Report, so great as is therein stated, it must be much greater now, considering the large increase since that date in the trade of the country affected by the proposed work."

3. A statistical Statement of the shipping of the Maritime Provinces from which the Railway would draw its traffic, prepared in the Government Office and signed by George Johnson, the Government Statistician.
4. The Act incorporating the Company backed by Merchants, Shipowners, Engineers, Senators, Members of the Legislature and Judges of the High Courts of New Brunswick and Nova Scotia. The names are given on page 4.
5. The Act granting the Railway a subsidy of \$150,000 per annum.
6. The Act fixing the amount of the capital.