

3. That the Royal Commission appointed in 1871, after an exhaustive examination, reported entirely in favour of it, and added that—

“The advantages are clearly pointed out by the Boards of Trade of all the leading cities of Canada and men interested in the development of our commercial interests, not simply merchants of St. John and other places in the locality, but merchants of Hamilton, Toronto, Ottawa, Montreal, and Quebec, &c.”

4. That the Ship Canal estimates proved to be higher than they were expected to be, and that the Government were to spend their own money in construction. The Railway scheme was then proposed and its suitability and great commercial value to the country were recognised.

5. That the Government referred the plans and estimates to their Chief Engineer, Mr. Collingwood Schreiber, C.M.G., by whom they were approved.

6. That the Ship Railway was adopted in place of a Ship Canal because it was—

- (a) practicable of execution ;
- (b) a good substitute for the Ship Canal ;
- (c) and had great advantage in respect to cost as compared with the proposed Canal.

In Mr. Schreiber's Report on the Ship Railway scheme, dated February 4th, 1882, he quotes the following opinion of the Royal Commissioners as contained on 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.”

On the recommendation of the Government, contained in the Order in Council already referred to, Parliament then took up the business. In 1882 two Acts were passed, one incorporating the Chignecto Marine Transport Railway Company, Limited, and the other providing a subsidy of \$150,000. a year for 25 years. The names of the Incorporators (21 in number) are given in the Act of Incorporation. They were all Canadians with the exception of Mr. Edwin Clark, who, as the inventor of hydraulic machinery used in lifting docks, was for that reason included.