

Therefore, in adopting the scheme of a Ship Railway and granting the subsidy, the Government gave the most complete proof in their power that they were satisfied as to the merits and commercial value of the undertaking.

The incorporating Act bore the names of leading Canadians, including:—

H. G. C. Ketchum.....	Civil Engineer, who designed the Railway.
Edwin Clark.....	Inventor of the Lifting Docks to be used by the Railway.
Thos. C. Keefer, C.M.G.....	Civil Engineer.
Charles R. Coker.....	Lloyd's Surveyor of Shipping, St. John and Quebec.
R. G. Lunt.....	Steamship Owner.
William Elder, M.P.P.....	Leader of the Legislative Assembly, New Brunswick, and Provincial Secretary.
Charles C. Gregory, C.E.....	Toronto.
Colonel Charles J. Stuart.....	Amherst, afterwards of Halifax.
Hon. P. A. Landry.....	Judge, Supreme Court, New Brunswick.
Hon. C. J. Townsend.....	Judge, Supreme Court, Nova Scotia.
James S. Hickman.....	Merchant, Amherst, Nova Scotia.
W. D. Douglas.....	Merchant, Amherst, Nova Scotia.
W. D. Main.....	Amherst, Nova Scotia.
J. C. Brundage.....	Shipmaster.
Hon. J. S. Carvell.....	Late Governor Prince Edward's Island.
Hon. A. W. Ogilvie.....	Senator.
John H. Parkes, C.E.....	Manufacturer, New Brunswick.
Hon. A. E. Killam.....	Member of the Legislative Assembly, New Brunswick.

The position and high character of the above were accepted by English Bankers as guaranteeing the bona-fides of the undertaking.

In 1883 the Canadian Parliament passed another Act, fixing the capital of the Company at £400,000 in shares and £700,000 in debenture bonds to meet the estimated cost of the Railway.

In 1884 the Nova Scotia Legislature passed an Act authorising money to be raised by taxation to buy the lands required for the Ship Railway. Mr. Townshend, in moving the second reading of the Bill, said :—

"The Dominion Government had thoroughly investigated it by their engineers and regarded it so favourably that they had granted a subsidy of \$150,000 a year for twenty-five years, and, if he was rightly informed, intended to still further increase that subsidy.

"He need not say that this work must be a very great advantage, not only to the particular part of the country over which the Railway was to go, but to a large part of Nova Scotia, including the counties bordering on the waters of the Gulf, and those bordering on the Bay of Fundy, and also to all the seaboard counties of New Brunswick.

"The Municipal Council of Cumberland had unanimously voted to grant the Company a free right of way; in other words, the people were willing to assess themselves to pay for the right of way, and the object of this Bill was to enable them to do so."

While the scheme was before Parliament it had warm support both from the Government and the Opposition. Sir John Macdonald, then