2nd. The leading and most experienced naval architects of this country and England gave their full approval to the method and the plan.

3rd. Many vessel owners and navigators of England and this country expressed an entire willingness to entrust their vessels to the ship railway.

As to the Chignecto Ship Railway, the Dominion Government wisely adopted the plan of the ship railway instead of the ship canal, and guaranteed the interest on the cost of the work. English capital is constructing it, and the leading engineers of Great Britain, if not of the world, have charge of its construction.

The United States Government, after an exhaustive examination in this country and Europe, by a Board composed of three Government engineers of high rank and ability, adopted a ship, or a boat, railway to avoid the rapids of the Columbia River in Oregon.

The well-considered detailed plans of the Tehuantepec Ship Railway, worked out carefully by the late Mr. James B. Eads, and which contemplated a railway for the transit of vessels of a displacement weight of 5000 tons, have formed the basis of the plans for the Hurontario, Michigan Peninsula and Niagara Falls Ship Railways proposed in this paper, and the cost of transportation, carefully ascertained by Mr. Eads and his associates, has been applied to these railways, taking into due account the difference in conditions.

The author had the good fortune last summer to examine personally the route, the constructions and the detailed plans of the substructure, superstructure and the mechanical appliances of the lifting docks, and the equipment as well, including the motive power of the Chignecto Ship Railway. There is no doubt in his mind of entire success in the construction, operation and economy of this railway

There is nothing novel in the methods, only in the combination of methods. Vessels are at present raised out of the water continually, whether loaded or unloaded, on hydraulic lifts, by marine railways and by floating docks.

The views and the advanced thought of ship builders on the Lakes may be seen from the following extract from a letter of date December 19th, 1890, by Mr. W. I. Babcock, manager of the Chicago Ship Building Company, which is now engaged in building large steel vessels at Chicago, on Lake Michigan, and to whose Company the author had written to ascertain if it was prepared to build vessels of 5000 tons displacement weight, when laden, with a draft of 20 feet, to navigate the route between Chicago and Liverpool, 66 miles of which

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