

tons gross register laden.

The line of Railway itself will be of the most substantial character. It has already been set out and levelled, and the woods cleared. The most ample borings have been taken and test pits dug to test the nature of the foundations and the quality of the material. The result has shewn a bed of rock extending over the entire distance.

There will be four lines of steel rails of 110 lbs. weight per lineal yard. The cradle for the largest vessel will be supported on bogie trucks so that the weight, evenly distributed, would not exceed 10 tons on each wheel. To provide for any unequal distribution the wheels and axles will be designed to bear more than double that weight.

"The London and South Western express engines have 9 tons on a wheel, and the rails weigh 82 lbs. per yard. The Great Northern engines have about the same weight on their express heaviest loaded wheels. On the Great Northern the armour plated trucks have 8.4 tons on a wheel, and the latter are spread 5 feet 6 inches apart, therefore load equals 3 tons per foot of line. Their heaviest tank engines weigh 55 tons on 12 feet 10 inches base, and the equivalent load is also 3 tons per foot as the wheels are spread 4 feet 9 inches apart. The Great Northern rail is 82 lbs. The above loads traverse at high speed not occurring on ship railways, so heavier loads might be put on that rail."—*B. Baker, M. Inst. C. E.*

The distributed weight of ship and cradle on the sleeper bed area will compare favorably with that of a train of the heaviest locomotives in America, whilst the rail is nearly twice as heavy, and sleepers much stronger.

STATUTES OF CANADA.—49 VIC. CAP. 18.

An Act to amend the Act to provide for the granting of a subsidy to the Chignecto Marine Transport Railway Company (Limited).

Assented to Wednesday, 2nd June, 1886.

HER MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. The term during which a subsidy may be granted out of the Consolidated Revenue Fund of Canada to the Chignecto Marine Transport Railway Company (Limited), under the provisions of the Act forty-fifth Victoria, chapter fifty-five, shall be twenty years instead of twenty-five years, and the amount of the subsidy that may be so granted shall be one hundred and seventy thousand six hundred and two dollars a year, instead of one hundred and fifty thousand dollars a year.

2. The Company shall only call on the Government of Canada for the payment of such sums of the subsidy payable as above mentioned (which shall not in any case exceed the amount then due and payable), as may be required to make up the net earnings of the undertaking to seven per cent. per annum on the authorized share and bond capital of the Company, namely, five millions of dollars.

3. In case the earnings of the undertaking should exceed seven per cent. per annum upon the aforementioned capital, the Company shall pay over to the Government of Canada, one-half of the surplus profit beyond the said seven per cent., until the whole of the subsidy which may then have been paid to the Company shall have been repaid to the Government by the Company.

"4. The Indenture made on the fourth day of March, in the year of Our Lord one thousand eight hundred and eighty-six, between *The Chignecto Marine Transport Railway Company (Limited)*, and Her Majesty the Queen, represented therein by the Minister of Railways and Canals of Canada, a copy of which is in the Schedule annexed to this Bill, is hereby approved and ratified."

