

and level, to have a solid, smooth road-bed, and first-class works of art. The promoters have striven to obtain these conditions for the ship railway. The line is absolutely straight. One-half is dead level. Where gradients have been necessary, they have nowhere exceeded 1 in 500. The rails, made of toughened steel, are the heaviest yet rolled for any railway. The ballast is of broken stone. The road-bed is well drained. Where embankments occur, care has been taken to remove all elastic material, and to form good foundations of rock on the hard substrata. The ship railway is located and constructed especially for the carrying of steamers of 2,000 tons weight and 14 feet draft. The working expenses will be very small. The work is substantially built. It will need but little repairs and maintenance. The speed will be from 5 to 10 miles an hour. Fuel is cheap in the coal-producing country of Nova Scotia. The terminal expenses, consisting of raising and depositing vessels will be trifling. There is no freight to load or unload. This work is done automatically in the docks. The expense of transportation consists almost entirely of the cost of locomotive power, added to the expense of working the hydraulic lifts, the expense of docking vessels (in which the crews of the vessels will assist), and the small cost of maintenance and administration. Counting the cost of locomotive power what experience has shown it to be, on the average, — viz., 17 per cent. on English railways, — it may be fairly estimated that the other named expenses will make up the balance of 30 per cent. of the receipts. The Chignecto ship railway is the pioneer ship railway of the world. It is now three-fourths complete. It will be finished in ~~1895~~ 2. The construction account up to date amounts to almost four million dollars. It will cost one million and a half more to complete. The contracts to finish and equip are all made. Work will be resumed as soon as the company can float the remainder of its prior lien bonds. *& extension of time obtained*

The safe transit of a ship in cargo across the Isthmus of Chignecto will be the signal for many other ship railway schemes to begin construction. The Tehuantepec, the