

safely again until she is afloat. A lifting apparatus will be required at each side of the Isthmus which will lift or lower ships as required. This portion of the work we are fully prepared to execute with the greatest promptness, on the same terms on which we built the hydraulic docks at Bombay and Malta, and the Anderton Canal Lift in Cheshire.

We have no hesitation in guaranteeing the lifting of a fully loaded ship or steamer of 8,000 or 10,000 tons weight on a railway car from the sea or harbor level to that of your permanent way in 30 minutes, with absolute safety to the ship and the works where the lift is not over 50 feet vertically. We will undertake to construct all the plans and works necessary to do this at each end of your line, and complete everything ready for attaching the locomotive to the car on which the ship is to be lifted and transported; this car, or any number of them, we will furnish also.

The locomotives and railway construction are not in our line; but if it were a matter of importance to cover, in addition, the construction of the locomotives, turntables, etc., and ten miles of railway, as proposed by you to the United States, we have no doubt we could unite with us some other responsible parties engaged in that kind of works, to execute them and guarantee the safe transportation of the loaded ships of the weight mentioned, over the railway.

Very truly yours,

EMMERSON, MURGATROYD & Co.