

THE CHIGNECTO SHIP RAILWAY,

St. John, contracted for the cradle wheels, and the Canadian Locomotive and Engine Co., of Kingston, are building the heavy tank locomotives.

The engineering staff.

The engineering staff, under Messrs. Fowler, Baker & Ketchum, consisted of Mr. F. F. S. Kelsey, resident engineer; Mr. J. S. Armstrong, principal assistant; Mr. M. Fitzmaurice, assistant engineer; Mr. S. J. Symonds, inspector, and others, on behalf of the Company: Mr. George Buchanan, engineer, and Mr. Arthur W. Bateson, agent, for the Chief Contractors: Mr. J. B. Denison, and Mr. G. F. May, engineers for the Hydraulic Works: and Mr. P. J. O'Rourke, engineer for the Sub-Contractors.

The land.

The land required for the line of railway and docks was presented as a gift by the Municipality of the County of Cumberland, Nova Scotia.

The stoppage.

The works were prosecuted vigorously from the date of commencement to the end of July, 1891, when they were unfortunately stopped because of the impossibility of floating the remaining bonds which the company had in hand (viz., £350,000) in the present critical state of the money market.

Cost to date.

Up to the time of suspension, the engineer's certificates for work done and materials furnished by the contractor, amounted to £670,894 5s., paid in cash, bonds and shares, and the engineering and administration expenses of the Company amounted to about £30,000 in addition.

Estimate to finish works.

From a careful estimate made of the cost to finish the works, to equip with rolling stock, to provide interest on capital, to finance the remaining debentures, and to provide for further engineering and administrative expenses, it is calculated that \$1,500,000 will fully cover all this expense.

Progress made.

The whole works may be said to be three-fourths done, and it would take but one summer season's work to entirely finish the Ship Railway and Docks fit for opening to the public.

The principal excavation yet to be done is that for the entrance channels at each end of the line, which have been commenced and are considerably advanced, but cannot be entirely finished until the hydraulic machinery for lifting the vessels is erected.

Present state of works.

All the hydraulic machinery has been manufactured and delivered. All the rails, sleepers, and permanent way materials have been delivered. The whole of the line of railway has been graded with the exception of about a mile of broken work. Twelve miles of track have been laid, and the greater part of the bottom has been ballasted with broken stone. The costly work remaining to be done is the masonry and gate of the basin at the Bay of Fundy end of the line, and the masonry of the two lifting docks. The buildings containing the hydraulic pumping machinery have been nearly finished and the machinery in them erected.

Rolling Stock nearly complete.

The ships' cradles, manufactured of steel, and the locomotives, are nearly ready for delivery. The moles protecting the Basin on Northumberland Straits, have been entirely finished and accepted. The firm of Easton & Anderson, who undertook the supply and erection of hydraulic machinery, as well as the traversers for shunting vessels, has agreed for a specified sum to work and maintain this machinery in good order for one year from the date of the opening of the line, the Company being required to provide the coal.

Size of vessel.

The size of vessel provided for is 1,000 tons register; the maximum length would be 235 feet, breadth 56 feet, draught 15 feet, with a displacement of 2,000 tons. Accommodation space for six vessels of this size has been provided in the Basins at each terminus of the Ship Railway. This is the only instance in the history of Canada where a wet dock and harbor basins and dredged entrance channels have been provided at the expense of a private com-

Space for six vessels in the Basins.