

own mind that this form of joint is one of the best which has yet been invented. The strength of the joint is certainly very great, and I am satisfied that no other joint at present known to engineers could stand the tear and wear which yours have done on an unballasted road-bed, without any perceptible injury to any part of it; it is more expensive than the ordinary fish joint, but I can hardly doubt that you will be amply rewarded for the extra cost of this joint by its increased durability. Granting that it proves to be superior to the fish joint, then an additional benefit will accrue to the Government in the diminished tear and wear of the Rolling Stock, which will of course be one of the first results arising from an increased rigidity of the rail joints.

The switches and sidings, so far as complete at the date of my inspection, were of good quality and in conformity with the requirements of the specification. Taking into consideration the excellent character of your rail joint, the liberal style in which the track is being ballasted, the underground drainage of the cuttings, and the solidity of a large number of the banks made from the dry material of the rock cuttings, I am of opinion that the cost of the future maintenance of way will be exceedingly moderate. I may add that the line from Truro to Pictou is being ballasted in a far more thorough manner than are the lines from Halifax to Truro and Windsor.

5th. STATION BUILDINGS.

TERMINAL ACCOMMODATION, AND FERRY SERVICE AT PICTOU.

There are five Way Stations between Truro and New Glasgow. They consist of a combined passenger and freight house, measuring 60 x 80 feet over all, and they are built of good sound timber, and shingled in the best manner. Each station building is provided with a capacious waiting room, a ticket office, ladies room and freight warehouse. In front there is a solid platform, 200 feet by 10 feet, faced with a stone wall, and planked with 3-inch plank in a very substantial manner. The whole appears to me to meet most amply the requirements of the country which each station serves.

The station at New Glasgow is a well built stone building, 90 by 30 feet over all, with a platform similar to those above described in