

LETTER FROM J. D. EDGAR, ESQ., BELT LINE RAILWAY COMPANY.

TORONTO, December 18th, 1888.

E. F. Clarke, Esq., M.P.P., Mayor, Toronto:

DEAR SIR,—I observed by to-day's papers that you are going to have an interview with Mr. Van Horne on Thursday next with reference to the C. P. R. right of way upon the Don Improvements. While I have no desire to throw the slightest obstacle in the way of the C. P. R., I think that this might be a favorable opportunity for considering how the proposed location of the C. P. R. will affect the bringing of the proposed Belt Line Railway into the City by way of the Don Improvements. Mr. Jennings, of the C. P. R., has shown a most anxious desire to facilitate the Belt Line in this respect, but there are certainly some rather serious difficulties to be met, and as the City is undoubtedly interested in bringing as many railways as possible into the City over the Don Improvements. I have thought that it might be well to have a frank discussion of the matter with yourself, as representing the City, and with Mr. Van Horne when he is here.

Under the 8th section of the Don Improvement Act, it is provided that no railway company shall acquire any exclusive right over any of the Improvements, and perhaps it may be possible now to arrive at some understanding which will avoid future differences.

I have the honor to be, yours, etc.

J. D. EDGAR,

For proposed Belt Line Ry. Co.

December 26th, 1888.

Re DON IMPROVEMENT.

DEAR MR. SPROATT,—I observe by Sub-section 7 of Section 1. of the Don Improvement Act, that the City is to reserve a strip of land, not less than 25 feet in width, for the purpose of railway tracks, etc., to be used and occupied as hereinafter mentioned; and by Section 8 of the said Act, it is provided that *no one* railway company shall acquire *any exclusive right* of property, or any control over the same, or any part thereof, and all railways shall be entitled to the use thereof, upon equal terms.

Upon looking at the plans submitted at the conference held with Mr. Van Horne on Thursday last, I observe that a special railway reserve has been set apart for the C. P. R., besides the general railway reserve contemplated by the Act.

Can you tell me when, and by whose authority, this special reserve was set apart for the C. P. R., and if it is intended that that railway shall have the exclusive use of the reserve so set apart?