

# THE Railway and Shipping World

With which is incorporated The Western World. Established 1890.

Devoted to Steam & Electric Railway, Shipping, Express, Telegraph & Telephone Interests.

OLD SERIES, No. 125.  
NEW SERIES, No. 43.

TORONTO, CANADA, SEPTEMBER, 1901.

10 CENTS A COPY.  
\$1 A YEAR.

## Halifax and South-Western Railway.

The Nova Scotia Government passed an Order-in-Council, July 30, stating that a proposition for the construction of a railway from Halifax to Yarmouth, with branch lines to such other places as might be decided on by the Government, had been made by W. Mackenzie and D. D. Mann, of Toronto, and R. J. Mackenzie, of Winnipeg, and granting a charter incorporating them as the Halifax and South-Western Ry. Co., under the provisions of an "Act respecting aid to a railway between Halifax and Yarmouth," passed at the last session of the Legislature.

The charter gives the Co. power to build and operate a standard gauge railway from Halifax, through the counties of Halifax, Lunenburg, Queens, Shelburne and Yarmouth to or near Yarmouth, with such branches as may be approved of, and including any railway acquired under the provisions of the charter. Very extensive powers are given in regard to a number of matters, including telegraphs, telephones, ships, mines and real estate; the Co. may carry on the business of an express co., and may operate steamships, ferries, omnibuses, carriages and other conveyances and vehicles, and conduct hotels.

The board of directors shall consist of five members of the Co. until the Government appoints two directors under sec. 6, chap. 3, of the Act of 1901; the head office is to be in Halifax; and the capital is fixed at \$1,000,000, but power is given with the approval of the Government to increase it to \$5,000,000.

The Co. is given power to acquire the rights of any railway company or of any persons having a charter to build a railway in N.S.; and to enter into traffic agreements with other railway or steamship companies; and empowers any similar companies in N.S. to convey their property to or enter into arrangements with the H. & S. W. R. The Co. is bound to give such traffic arrangements to the Government and other railways as will offer reasonable facilities for traffic, subject to such terms as may be approved of by the Provincial Government.

Right of way is given over Crown lands in or on the line of railway, and the Co. can enter on land on either side of the proposed line and take therefrom, free of cost, any materials available and required for the construction of the railway.

The municipal council of any district through which the line will pass is empowered to grant aid to the Co. on a vote of the taxpayers, in addition to the lands required for the right of way and buildings, which are to be acquired by the vote of the municipal council. These lands are to be paid for by

the municipalities in which they are situated, and the cost of their acquisition shall form a charge on the municipalities, but the lands so acquired are to become vested in the Co. In addition, all the lands necessary for the right of way, station purposes, the track, station and other buildings required for the railway purposes, the rolling stock and equipment, are by the charter to be "for ever free from taxation by any city, town or municipal corporation, or other similar authority, for any purposes whatever."

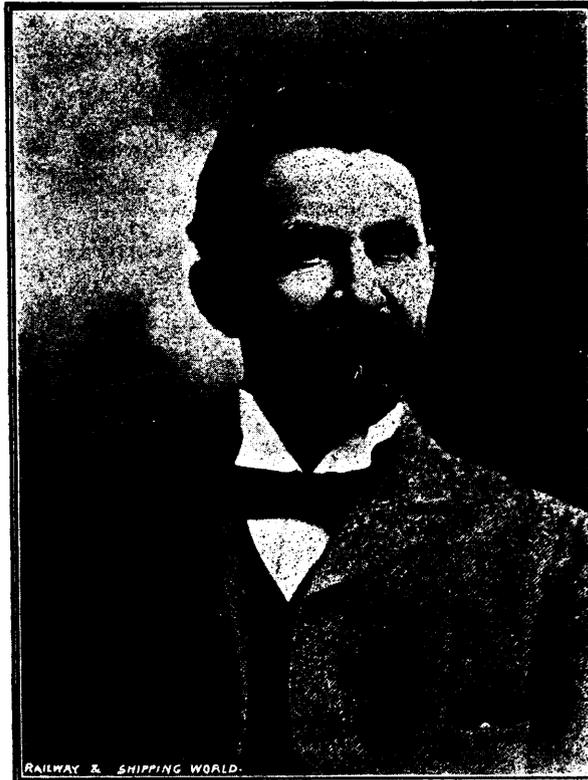
The Act passed at the last session of the Legislature under which the charter is granted

debentures, not exceeding \$10,000 per mile of line built, for such term as may be fixed by the Government, at 3½% interest and 1½% sinking fund, the principal being secured by a first mortgage of the franchise, the land, buildings, railroad, rolling stock, etc.; and the interest being a first charge on all receipts and revenues. If default be made in the payments the road can be seized under foreclosure and sold; and the contractor has the right to pay off the mortgage by payment of the amount lent, less \$3,200 a mile (that being the subsidy offered for the building of this road under a statute of 1886), together

with any sums paid as a sinking fund. The freight and passenger rates are to be subject to the approval of the Governor-in-Council, who may also appoint two directors on the Board. The contract for the construction of the line has not yet (Aug. 13) been entered into between the Government and Mackenzie, Mann & Co., but it is understood that it will be prepared at an early date.

The map on page 258 was made to show the route proposed for the original Coast Ry. of N.S. This line, already completed from Yarmouth to Barrington, is now known as the Halifax and Yarmouth Ry. The dotted line from Barrington to Halifax, marked "Coast Ry. of N. S." will give a good general idea of the route likely to be used by the Halifax and South-Western Ry.

It is said that Angus Sinclair, Chief Engineer and Manager of Construction of the Inverness and Richmond Ry., will also occupy a similar position on the Halifax and South-Western, and that H.K. Wicksteed, C.E., will make the surveys.



F. T. GRIFFIN,

Land Commissioner, Canadian Pacific Railway.

gives the Government power to purchase the existing line between Yarmouth and Barrington, 51 miles, now owned by the Messrs. Brill and Fletcher, of Philadelphia, and to arrange for its inclusion in the line to be built by any other contractor, or to accept any portion of any existing line and apply the provisions of the Act thereto. The object of the insertion of these clauses is to ensure the entire 170 miles of line between Halifax and Yarmouth being under one management. The financial arrangements proposed provide for the loan by the Government, to a responsible contractor or company, of cash or Provincial

**Kingston and Pembroke Ry.**—A report has been going the rounds of the daily press to the effect that the C.P.R. is about to secure control of the K. & P. Ry., which connects Kingston and Renfrew, Ont.

**Kootenay Ry. and Navigation Co.**—Train service has been discontinued on this line, which extends from Bonner's Ferry, Idaho, to Kuskonook, B.C., and which is a subsidiary of the Great Northern Ry., U.S.A.

**An Early Railway.**—A McKay writes the Moncton, N.B., Times: "On Sept. 14th, 1853, Mrs. Thomas Smith of Shediac, mother of the late Sir Albert J. Smith, turned the first sod, at Point du Chene, of the European and North American Ry. In August, 1857, the road was opened from Shediac to Moncton. On July 18th, 1860, the first train left St. John at 8 a.m. and went over the entire road from St. John to Point du Chene, 108 miles. I was at Salisbury completing my contract of building the station and was on the platform when the train came along."