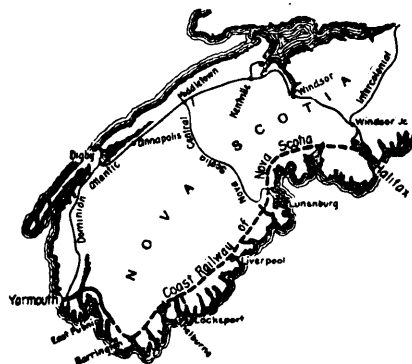


Coast Railway of Nova Scotia.

The statements about this line made in our last issue on the authority of the Chief Engineer & Superintendent, L. H. Wheaton, were questioned, it being alleged that location had not been completed to Lockeport, but on the contrary no location had been made over, or around, the Birchtown Hills, west of Shelburne, where the engineering difficulties were said to be very serious; that the statement that the charter of the N. S. Southern Ry. having expired should be modified by a further statement that a bill extending the charter had been passed by the Legislature & assented to on March 11; that no progress had been made on the line between Lockeport & Halifax, not a sod having been turned; that the statement that "free right of way had been secured for the entire distance" was untrue, application to the County Councils of Queen's & Lunenburg, at the January sessions, to have the right of way made a charge on those counties having been refused, at least for the time being.

We referred the matter to Mr. Wheaton, who has sent us the following information in reply: Location has been substantially completed from Yarmouth to Lockeport. Regarding the Birchtown Hills, location was not fully completed, so far as the instrumental work was concerned, on 7 miles of this district, owing to the fact that work was closed down in the latter part of November on account of bad weather, before this portion had been completed; but a preliminary line had been run, which was entirely satisfactory to this Co., & sufficient cross sections were taken to project a location, which was so satisfactory that we have not since considered the matter, but will complete this location as soon as surveys are completed from Lockeport to Halifax. The profile & plan of this 7 miles are on file in the Provincial Government Engineer's office, as well as my own, & I would be happy to refer the correspondent to a view of either.

With regard to the fact that the N.S. Southern Railway charter had expired, this was correct at the time of my statement. They applied for a renewal of their charter at the February session of the Legislature, but it was not granted. The charter which they did secure after my statement of Mar. 5 was over an entirely different portion of the country, & the reasons for granting which I am



Coast Railway of Nova Scotia.

not free to discuss at this time, nor do I believe are they.

I did not state that considerable progress had been made on the line between Lockeport & Halifax. (Mr. Wheaton is correct as to this. It was a mistake in editing his copy.—Editor.) Ninety-seven miles of the proposed line between Yarmouth & Halifax is under contract with the Nova Scotia Development Co., which has completed 31 miles between Yarmouth & East Pubnico, which has been accepted by this Co., & has been in successful operation since Aug. last. Twenty miles of work beyond East Pubnico have been sub-let to H. J. Townsend & Co., of New Glasgow, N.S., who have up to May 4 (counting the work done since April 1, when construction

was resumed) completed 5 miles of grading, & masonry on over 12 miles. The location had been completed to Lockeport, 9 miles from Yarmouth, in 1895 & 1896, & 2 parties are now in the field pushing forward the surveys between Lockeport & Halifax, one party being at each end working towards each other. As intimated above, construction work was commenced on April 1, but we have had considerable bad weather during the month & have not made as satisfactory progress as we would desire, but the forces are being daily increased & work will be actively pushed.

Right of way has been granted us as follows: Town of Yarmouth, municipalities of Yarmouth, Argyle, Barrington, Shelburne, Queens, Chester & Halifax. In the municipality of Lunenburg, the vote was left open over a distance of 21 miles, until the route is decided upon, as we have in contemplation 2 different lines. In the event of the adoption of 1 of the 2 lines, 9 miles of this distance would be trackage rights over the N. S. Central Railway, for which no right of way has been required from the municipality.

At the last session of the Legislature the time for the completion of the line from Yarmouth to Lockeport was extended from Oct. 1 of this year, to Oct., 1899.

The total distance of the line between Yarmouth & Halifax will be slightly less than 215 miles, & will serve a population of 440 per mile, or a total of about 88,000. This line will open up one of the best tourists' resorts on the continent, & I think the climate here in summer cannot be equalled, in fact, it is an equable climate the entire year; & with the railway facilities which we propose to offer, I have no doubt that the business interests of the south coast of N.S. will be very materially advanced, & new industries established as fast as the line progresses.

Ambrose Kent & Sons

Manufacturing Jewellers,
156 Yonge St., Toronto.



We have been appointed official watch inspectors to the Grand Trunk Railway for Toronto and York.

CANADA SOUTHERN RAILWAY CO'Y.

The Annual General Meeting of the Canada Southern Railway Company, for the election of Directors, and other general purposes, will be held on Wednesday, the 1st day of June, 1898, at the hour of eleven o'clock in the forenoon, at the Company's Head Office in the City of St. Thomas.

NICOL KINGSMILL,

May 2nd, 1898.

Secretary C. S. Ry. Co.

LEAMINGTON & ST. CLAIR RAILWAY COMPANY.

The Annual General Meeting of the Leamington and St. Clair Railway Company, for the election of Directors and other general purposes, will be held on Wednesday, the 1st day of June, 1898, at the hour of eleven o'clock in the forenoon, at the offices of the Canada Southern Railway Company, in the City of St. Thomas.

NICOL KINGSMILL,

May 2nd, 1898.

Secretary L. & St. C. Ry. Co.

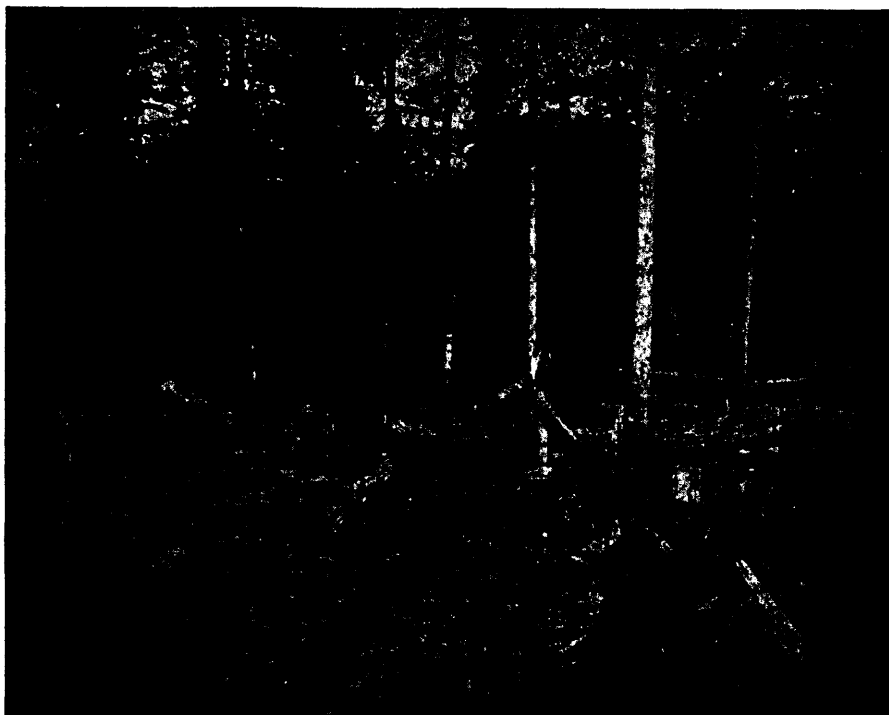
SARNIA, CHATHAM & ERIE RAILWAY COMPANY.

The Annual General Meeting of the Sarnia, Chatham and Erie Railway Company, for the election of Directors, and other general purposes, will be held on Wednesday, the 1st day of June, 1898, at the hour of eleven o'clock in the forenoon, at the Company's Head Office, in the City of St. Thomas.

NICOL KINGSMILL,

May 2nd, 1898.

Secretary S. C. & E. Ry. Co.



MONTREAL AND OTTAWA RAILWAY. ENTIRE LINE ENCLOSED WITH THE PAGE FENCING.

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