

The Oshawa Ry. Co. gives notice of application to the Dominion Parliament for an act to extend the time for the completion of its main line & branches, & for other purposes.

The Thousand Islands Ry. Co. gives notice of application to the Dominion Parliament for an act to extend the time for the completion of its main line, extensions & branches, & for other purposes.

The Western Alberta Ry. Co. gives notice of application to the Dominion Parliament for an act to extend the time limited for the commencement & completion of the undertaking.

Vancouver Island & the Mainland.—The negotiations between the Victoria City Council & the Port Angeles Eastern R.R. Co., in reference to the establishment of a fast passenger steamer & car ferry service between Port Angeles, Wash., & Victoria, has fallen through. The Co., which originally asked for an annual subsidy of \$17,500 for 20 years, refused to accept a reduction of the amount to one half, as offered by the city. The Co. also objected to some of the City's stipulations, particularly one requiring the vessels employed to be built & owned in Victoria. (Nov., '99, pg. 334.)

But little progress has been made in regard to the proposal that the city of Victoria subscribe for \$500,000 of stock in a company to acquire the Victoria & Sidney Ry., to extend it into the business part of Victoria, & to a convenient port north of Sidney; to establish & operate a ferry system between such extension on the Saanich peninsula & the mainland of B.C., south of the Fraser River, & to build & operate a railway from such point on the mainland through Delta, Surrey, Langley, Matsqui, Sumas & Chilliwack. The Council, in the by-law which has been drafted, insists that the city shall incur no liability in respect to its subscription for shares until the company shall have, either by the sale of its shares or by municipal, provincial or federal cash bonuses, cash grants or guarantees in aid of the construction of the undertaking, secured to it for the purpose of its undertaking not less than \$500,000. A motion to reduce to \$200,000, the sum to be raised by the company outside the city's subscription, was defeated in the council, the promoters of the company refuse to accept the provision above mentioned, & the matter is therefore at a standstill. (Dec., '99, pg. 360.)

Victoria to North End of Vancouver Island.—In discussing the claims made by U.S. papers, that the whole of southeastern Alaska is likely to be the scene of mining operations, the Victoria, B.C., Colonist says it believes that, just as exploration is disclosing that the gold-bearing rocks are found all the way along the coast from Lynn Canal to Prince of Wales Island, & westward in the archipelago as far as Baranoff Island, so it will be found before long that the formation which carries gold in Atlin extends southeastward on the east side of the Coast Range, possibly all the way to the Fraser River. However this may be, there is abundant evidence that the gold mining industry of the Northwest Coast is only in its infancy. It is likely to increase very rapidly during the next few years. The Colonist continues:—"Hitherto Seattle has handled the greater part of the north-bound business to Alaskan points, & this has been due to that city's position as the terminal of all, or nearly all, lines of communication from across the line. The probability now is that another line of communication, much quicker than that by way of Seattle, will be established & it will be utilized by Portland, San Francisco & other points in the U.S. The Southern Pacific will seek its share of this northern business, & the Chicago, Burlington & Quincy, which is now reaching out for western business, will see in it a profitable field. The route to which we refer is that which will be

established by the construction of the Port Angeles Eastern Ry., the extension of the Esquimalt & Nanaimo Ry. to the north end of Vancouver Island, & the establishment of ferry connection between these two railways. When this route has been established, there will be a fleet of steamers plying from the north end of Vancouver Island to points in Alaska as well as to points on the mainland of B.C. President Shaughnessy, of the C.P.R., recognizes the importance of the railway to the north of the Island, & when in Victoria, a short time ago, expressed his belief that the people ought to make a determined effort to secure its construction. Other well-known authorities in transportation matters entertain the same view. We are strongly of the opinion that a railway to the north end of the Island, with branches to points on the West Coast, & ferry connection with the Port Angeles Eastern, is the most important project that can be suggested in the interests of Victoria, except a new transcontinental line following the proposed route of the British Pacific." The Colonist urges the people of Victoria to secure the necessary ferry connection, & to use their influence towards procuring the granting of a subsidy from Parliament at its next session.

Railway Committee of Privy Council.

Metropolitan Ry. Co. & C.P.R.—On Jan. 9, for the first time in the history of Canada, the Privy Council heard an appeal from a finding of the Railway Committee of the Privy Council in the case of the proposed connection between the Metropolitan Ry. & the C.P.R. at North Toronto.

H. L. Drayton, for the City of Toronto, stated that by reason of agreements between the city, the county of York, & the M. Ry. Co., the latter was empowered to use the section of Yonge St. affected. The franchise of the county line provided for the construction of the line under limitations, & the city now stood in the same relation to the Co. as the county formerly stood. An act was passed by the Ontario Legislature changing the name of the Co. to the Metropolitan Ry. Co. The Co. certainly had the right to extend its line north, but under the restrictions mentioned. The first section of the act provided that the Co. should be a street railway purely.

B. B. Osler offered to shorten the argument by putting in a factum if the other side would do the same. The suggestion was accepted. Proceeding with his argument, he asked whether the Railway Committee intended to interfere with Provincial legislation. Even if the Railway Committee had jurisdiction, should they exercise it? The Metropolitan Ry. now asked for 50 ft. more of the highway. The Order in council recited the consent of the City Council, although the Council had formally repudiated the consent before the Order in council was taken out. The order had been made under the new section, 173 of 56 Vic., providing against the crossing or joining of railways without the consent of the Railway Committee of the Privy Council. The difference that was made out was that between Provincial & municipal railways. The intention seemed to be to take up Yonge St. for 30 miles by a branch of the C.P.R. Those owning frontages there had protested, & would doubtless continue to do so. He contended that the Railway Committee had not the power to unite a municipal & a Dominion railway, & expressed the belief that the consent of the city was necessary to the carrying out of any junction.

W. Barwick, for the Metropolitan Ry., explained the route of the roads, & stated that the municipalities along the road had all sent representatives asking permission that the C. P.R. & Metropolitan be allowed to carry out the junction. The plan of the road when first

built in 1884 had been accepted by the County Council. The City had certainly given its consent, which it now sought to rescind. All the freight business was now done on the street, whereas if the connection were made the C.P.R. property would be used. The Metropolitan was ready to make any fair arrangement, & the Railway Committee's order was eminently fair. It was unfair to say that the Metropolitan sought to become a Dominion railway. The Co. sought to get to the Toronto market, & desired to connect with the C.P.R. solely on that account. The Hamilton, Grimsby & Beamsville & the radial railways connected with the steam lines. The Toronto Ry. successfully fought the Metropolitan's project to have a connection made. The Market Committee of Toronto had consented to have trolley trains brought around the city by steam locomotives. The City Council committee, however, had laid down terms which the Metropolitan had not accepted. The City demands included a single fare to the cemetery. The aldermen had also asked that all freight carried by the Metropolitan should be unloaded in the City. The City Council had sent a deputation to lay the City's case before the Railway Committee with general instructions. Mr. Fullerton, for the City, certainly signed the consent to the order. Afterwards the City passed a by-law repudiating the action of its own counsel. The whole trouble was over the 1,200 ft. of Yonge St. in the City, over which the Metropolitan trolleys run. The rights which the Metropolitan formerly had it still possessed. In 1896 the Co. was empowered to extend the line to Lake Simcoe, on condition that it should carry freight. The understanding between the Ontario Government & the Co. was satisfactory to both parties. The City sought to throttle the York farmers, & to compel them to pay large market fees. It was nonsense to talk of making Yonge St. a branch of the C.P.R., as the steam locomotives could not pull loads of freight up the heavy grades. The City & Co. certainly made an agreement in 1891, whereby on 24 hours' notice the Co. promised to give up electricity & to return to horse motive power. This covenant could not be enforced, as he had pointed out in Nov. last.

Warden Woodcock, of York, assured the Cabinet that the county was with the Metropolitan in its desire to go into the City. No injury could be done the City by the Government giving the permission. County Councillor Lundy, of East Gwillimbury, endorsed Warden Woodcock's views, & pointed out that the dairying industry would be greatly benefited by the connection. Councillor Evans thought the whole question had resolved itself into a fight between the City & the Metropolitan. There was no fear of destroying Yonge St. Mr. Yule, of Aurora, said that the people of that village had benefited very largely by the Metropolitan.

G. M. Clarke, for the C.P.R., did not think with Mr. Osler that the Railway Committee had not the power to rule as had been done. The Government had every power so to rule. There was no doubt as to the prerogatives of the Dominion Parliament.

Judgment was reserved.

A. O. Norton, manufacturer ball-bearing lifting jacks, Boston, Mass., & Coaticook, Que., has built a 75x35 ft. two story addition to his Canadian plant, & reports enough orders already booked to keep both plants employed to the maximum of their capacity until April.

Duncan S. McIntyre, who has been well known in the iron trade in Canada for the last 20 years, has been appointed General Sales Agent for the Dominion for the Abbott-Mitchell Iron & Steel Co., of Belleville, Ont. Mr. McIntyre will also continue to act as General Sales Agent for F. E. Came, of Montreal.