

Manitoba. We will, however, build no extension or no new lines. We are on the friendliest terms with the Provincial Government, & the Dominion Government, which has given the C.P.R. the right to parallel all our lines in Manitoba. We do not wish to further arouse the ire of the C.P.R. by extending our lines, which are now a paying property, even though not an extremely profitable one."

A later press despatch credits Mr. Mellen with saying that the Co.'s Manitoba lines would be sold to the highest bidder. (Apl., pg. 115.)

Members of the Manitoba Government are said to have recently visited St. Paul, to confer with the Co.'s management as to these 3 propositions: The purchase of the N.P. Manitoba lines by the Government. The operation by the N.P. of all lines which the Government may build. The building by the N.P. of a new road direct to Lake Superior, with a guarantee of a rate of 10c. per 100 lbs. for wheat from Manitoba to Duluth.

Parry Sound to Canada Atlantic Ry.—See under head of Nipissing & James' Bay Ry.

Pontiac Pacific Jet.—The Act respecting this Co., assented to by the Governor-General, May 7, empowers the Co. to construct & operate a railway from its present line, in or near Shawville, Que., across the Ottawa River to or near Pembroke, Ont. So soon as the line is completed to Pembroke the Co. is to proceed with the construction of its line from its present terminus at Waltham, Que., 80 miles from Ottawa, to or near Ferguson's Point. (April, pg. 115.)

Port Dover, Brantford, Berlin & Goderich Ry.—The Act to incorporate this Co. was assented to by the Governor-General, May 7. The incorporators & provisional directors are J. Ellis, Port Dover; S. Snyder, Waterloo; C. H. Waterous, Brantford; J. S. Clark, Ayr; D. W. McNair, New York; W. H. Breithaupt, F. Colquhoun, Berlin; D. A. Bowlby, C. A. Austin, Simcoe. The capital is placed at \$4,000,000. The head office is located at Galt, the directors having power to change it. The Co. may construct & operate a standard gauge railway from Port Dover via Simcoe, Waterford, Brantford, to Berlin, & thence through the counties of Perth & Huron to Goderich, with branch

lines from Berlin to Elora, from Waterloo to Listowel, & from Berlin to Stratford. The Co. is given power to own & operate vessels, elevate grain, construct & operate telegraph & telephone lines, as well as other powers.

Prince Edward Island.—What is known as the shipyard & Mutch's Point site has been decided on for a bridge across the Hillsborough river at Charlottetown. Specifications have been prepared, & tenders are likely to be invited at an early date.

Work has started on the construction of the branch from Charlottetown towards Murray Harbor, the contract for the first 11 1/2 miles of which has been given to J. W. McManus, of Memramcook, N.B. Reid McManus, C.E., is in charge. (May, pg. 144.)

Quebec Bridge.—It is said the contract for the superstructure is based on a sliding scale dependent on the market price of steel when the work shall be built. The bridge will require about 27,000 tons of steel. So far as the plans have been decided, the bridge will be 150 ft. above the river, & will be 67 ft. wide. The bridge proper & approaches will be nearly 3,300 ft. long. The middle span of the cantilever will be about 1,800 ft. The two end spans are each about 500 ft. long & 84 ft. deep at the ends. The middle span will be the longest of the kind in the world, exceeding that of the Forth bridge in Scotland by 100 ft. The bridge will carry 2 steam railway tracks, & 2 electric railway tracks, a roadway, & walks. It will require about 2 years to finish the foundations, the contract for which, as already noted, has been let to Wm. Davis & Son, Cardinal, Ont., & the steel work need not be begun for 18 months. (May, pg. 144.)

River St. Clair Ry. Bridge & Tunnel.—By an Act, assented to by the Governor-General, May 7, the statute of 1882, chap. 70, sec. 2, has been repealed, & this Co. is empowered to construct & operate a railway bridge across, or a tunnel under, the river St. Clair, from the township of Moore, Lambton County, to St. Clair, Mich. The times limited for the commencement & completion of the works are extended for 5 & 10 years respectively from the passing of the Act. H. B. Ledyard & F. W. Vanderbilt are appointed provisional directors, instead of J. Tillinghast & C. Vanderbilt, deceased.

The Rutland R.R. has abandoned the idea of building a bridge over Lake Champlain. It will use the Central Vermont bridge, which extends from Rouse's Point to Alburgh. (Jan., pg. 9.)

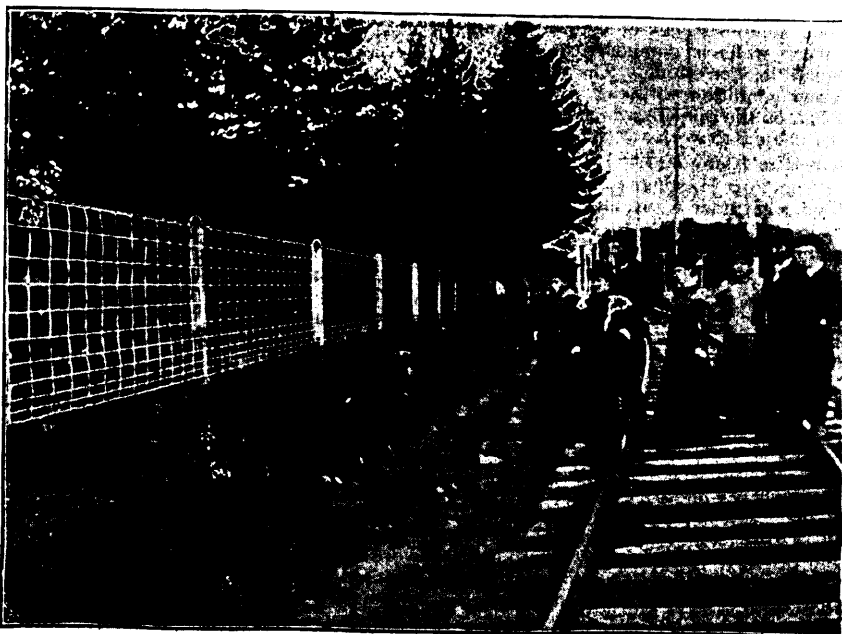
Shore Line.—A despatch from St. John, N.B., says, "Superintendent McPeake, of the Shore Line Ry., is authority for the statement that a company is endeavoring to purchase the railway, & if consent can be obtained from the Canadian & U.S. Governments, a bridge will be constructed across the St. Croix River at St. Stephen, thereby enabling the road to connect with the Washington County R.R. in Maine, & eventually to establish a through line to the West. Speaker Hill, of the N.B. Legislature, states that he is in favor of assisting the road financially to construct a bridge."

The South Shore Ry., from St. Lambert to Sorel, Que., 44.67 miles, was extended last year 10 miles further to Yamaska & it is said to be the intention to continue it to Point Levis, opposite Quebec. Particulars as to the financial arrangements are given under the head of "Railway Finance" on page 163. It is also said to be the intention of the Co. to build a branch eastward to Valleyfield. (Mar., pg. 74.)

Toronto, Lindsay & Pembroke.—At its recent session the Ontario Legislature voted a subsidy of \$3,000 for not exceeding 36 miles, for a line between a point 15 miles east of Bancroft to or near Golden Lake. The first 15 miles from Bancroft was subsidized previously. The line is to connect Bancroft, the terminus of the Irondale, Bancroft & Ottawa, with Golden Lake, the junction of the Canada Atlantic & Pembroke Southern lines. R. A. Campbell, M.P., T. Murray & A. Foster, Pembroke, are among those interested.

The Vancouver Northern & Yukon Ry. Co. will apply to the B.C. Legislature for an act extending the time within which it may complete its undertaking, to empower it to extend its proposed railway from or near Vancouver, or some other point on Burrard Inlet, to the north or south shore of the Fraser River near New Westminster, & to change its name to the Vancouver, Westminster Northern & Yukon Ry. Co.

White Pass & Yukon.—General Manager Hawkins was in Victoria, B.C., May 22, returning from a trip to White Horse, & ex-



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