

Windsor, 80 miles, replacing the present 65-lb. rails. Gravel ballasting is progressing at the rate of a mile a day.

White Pass and Yukon Ry. to Rainy Hollow and Porcupine Creek.—B. Russell, solicitor, Halifax, gives notice that application will be made to the Dominion Parliament to incorporate a company to build a railway from any point on the W.P. and Y. R. between the stations of Cariboo and White Horse, Yukon Territory, to Rainy Hollow and Porcupine Creek, B.C.; to build branch lines, not exceeding 50 miles in any one case, and to build telegraph and telephone lines and to sell or lease its railway to or amalgamate with the W.P. and Y.R.C.

Short Route to Europe.

The Dominion Securities Co., a U.S. corporation, with its head office in New York city, according to New York despatches has in contemplation an extensive scheme of railway construction throughout Nova Scotia, and the building of a fleet of steamers, specially fitted for tourist purposes, to sail from

New York to ports in the Maritime Provinces, as well as the building of fast and luxurious transatlantic steamers to sail from Louisburg, Cape Breton, and to make Milford Haven the terminal point in Great Britain. The report states that the Vanderbilt interests are behind the Co., but the only indication of this at present is that the directorate includes W. S. Webb, Chairman of the Rutland Rd.; S. R. Callaway, President of the American Locomotive Co.; E. Van Etten, second Vice-President of the New York Central Rd.; and P. Clement, President of the Rutland Rd. The railway part of the proposition is to have a line reaching from Yarmouth right along the coast of Nova Scotia to Louisburg. The only portion of such a line at present built is the section from Yarmouth to Barrington, about 51 miles, of the Halifax and Yarmouth Ry., which is owned by Messrs. Brill and Fletcher. The D.S. Co. proposes to purchase this line for \$1,000,000, and has made an offer to the N.S. Government to complete the line to Halifax. (See pg. 229.) At the Cape Breton end the Co. is reported to be financing the Cape Breton Ry. Extension Co., which is now surveying, preparatory to immediate construc-

tion, the section from Port Hawkesbury to St. Peters, of the line it was chartered to construct from the Straits of Canso to Louisburg. (See pg. 226.) Between Halifax and the Straits of Canso there is no line along the shore, but two companies—the North Eastern of Nova Scotia and the Musquodoboit Valley—have been organized to construct lines through the country, the first from New Glasgow to Country Harbour, and from Country Harbor to Guysboro, and the second from a point near Windsor Jct., on the I.C. R., along the Musquodoboit Valley. The promoters of these two lines have amalgamated, and, according to the New York report, it is through the lines which the amalgamated companies have power to construct that the through connection from Yarmouth to Louisburg will be made. (See pg. 231.)

Since the above was written it is stated that Mackenzie, Mann & Co. have arranged with the N.S. Government to build the Halifax and Yarmouth line, or rather, to build from Halifax to Barrington Passage to connect with the line already built between the latter point and Yarmouth.

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