

Recent Dominion Legislation.

Among the acts passed at the current session of the Dominion Parliament, & assented to by the Governor-General, are the following:—

To amend the Act respecting certain works constructed in or over navigable waters.

To incorporate the Edmonton & Slave Lake Ry. Co.

To incorporate the St. Clair & Erie Ship Canal Co.

To confirm an agreement between the C.P. Ry. Co. & the Hull Electric Co.

Respecting the British Columbia Southern Ry. Co.

Respecting the Canada Southern Ry. Co.

Respecting the Pontiac Pacific Jct. Ry. Co.

Respecting the Brandon & South-Western Ry. Co.

Respecting the Ottawa & Gatineau Ry. Co.

Respecting the Columbia & Western Ry. Co.

Respecting the Atlantic & North-West Ry. Co.

Respecting the Central Counties Ry. Co.

Respecting the Cobourg, Northumberland, & Pacific Ry. Co.

Respecting the Lindsay, Bobcaygeon, & Pontypool Ry. Co.

Respecting the Lindsay, Haliburton, & Mat-tawa Ry. Co.

Respecting the Northern Pacific & Manitoba Ry. Co.

Respecting the Richelieu & Ontario Navigation Co.

Respecting the Quebec Steamboat Co.

Respecting the Nipissing & James Bay Ry. Co.

Respecting the Saskatchewan Ry. & Mining Co.

Respecting the C.P.R. Co.

Respecting the James Bay Ry. Co.

Respecting the Great North-West Central Ry. Co.

To incorporate La Compagnie du Chemin de Fer de Colonization du Nord

To incorporate the Russell, Dundas & Grenville Counties Ry. Co.

To incorporate the Arthabaska Ry. Co.

To authorize the incorporation of the Erie & Huron Ry. Co., & the Lake Erie & Detroit River Ry. Co.

Respecting the Ottawa Electric Ry. Co.

Respecting the Hudson's Bay & Yukon Ry. & Navigation Co., & to change its name to the Hudson's Bay & North-West Rys. Co.

To incorporate the Edmonton & Saskatchewan Ry. Co.

To incorporate the Klondike Mines Ry. Co.

To incorporate the Canadian Inland Transportation Co.

Respecting the Northern Commercial Telegraph Co.

Respecting the Bedlington & Nelson Ry. Co.

To incorporate the Sudbury & Wahnapi-ta Ry. Co.

Respecting the Quebec, Montmorency & Charlevoix Ry. Co., & to change its name to the Quebec Ry., Light & Power Co.

To incorporate the Rutland & Noyan Ry. Co.

Respecting the Canadian Northern Ry. Co.

Respecting the Red Deer Valley Ry. & Coal Co.

Respecting the jurisdiction of the Exchequer Court as to railway debts.

D. W. Newcombe, Superintendent C.P.R., Woodstock, N.B., writes: "THE RAILWAY & SHIPPING WORLD is a very interesting publication, & contains much useful information."

Atlantic & Lake Superior.—In response to a recent complaint in the House of Commons about the failure of the Atlantic & Lake Superior Railway Co. to operate the short line between Lachute & St. Andrews, Que.,

the Minister of Railways said there was little hope of the Government being able to compel its operation.

The Maritime Board of Trade, at a meeting to be held in St. John, N.B., Aug. 16, will, among other things, discuss the development of the iron & steel industries; the proposed increase in marine insurance rates in connection with Canadian ports on the Atlantic coast; tourist travel & the development of accommodations for summer visitors, & their attraction to points of interest; encouragement of trade relations between Canada & the West Indies.

The Hudson's Bay Co. has had a most successful year, the directors having recommended a dividend of 13s. a share, a bonus of 7s. a share, & the setting aside of £10,000 out of the profits of the year towards a provident fund for the employees of the Co., leaving to be carried forward £41,968, as against £26,372 last year. The dividend above mentioned is the highest paid since 1883-4 when it was 22s. a share, but the capital then consisted of shares of £14, while now they are of £13. The up-to-date business methods introduced into the management of the Co. by Commissioner Chipman are proving thoroughly successful.

Canada Atlantic.—In the appeal case of this Co. vs. Henderson, recently heard by the Supreme Court in Ottawa, the action was brought against the Co. to recover compensation for injuries sustained by Dr. Henderson in consequence of his horse being frightened by a train approaching the crossing at Elgin Street, in Stewarton. The jury found that no bell was rung, & the signalman did not give warning. Counsel for the Co. contended that the statute did not require the bell to be rung by engines shunting in a yard & less than 80 rods from a crossing, & also that the evidence did not warrant the findings, & that there should be a new trial. The court dismissed the appeal with costs.

Yukon Railways.—The Premier, Sir Wilfrid Laurier, recently announced that, pending the settlement of the Alaska boundary question, no more charters will be granted by the Dominion Parliament for railways into the Yukon which start from points on the coast now in possession of & claimed by the U.S. Most of the charters applied for at this session were for lines to run from Pyramid Harbor, along the Dalton trail to Dawson. Pyramid Harbor is in disputed territory. By allowing one of these lines to be built, a U.S. city would be built up at Pyramid Harbor, as has been done at Skagway by the building of the White Pass & Yukon Ry. The influence of such a city would be against Canada in the settlement of the dispute. Should it be determined by arbitration that Pyramid Harbor does belong to the U.S., the policy of the Dominion Government will be to get access to the Yukon not by the Lynn Canal, but by railways from the Yukon to where there is indisputable Canadian coast water, probably to Observatory Inlet.

Canadian Press Association.—The members will start Aug. 1 on a trip to the Pacific coast, leaving in two sections, one from Montreal via C.P.R., the other from Toronto via G.T.R., combining at North Bay, from which point they will travel by special train, consisting of sleeping, dining, & baggage cars. The Toronto section will make a few hours' stop at some Muskoka point, from which the Muskoka Navigation Co. will take the members for a short lake trip. Stops of a day each will be made at Port Arthur, Rat Portage, 2 days at Winnipeg & various short stops at prairie points, & from 3 to 4 days in the mountains. The trip to Vancouver will be made by the main line, & the return by way of Kootenay district & the Crow's Nest Pass Ry. Toronto & Montreal will be reach-

ed on the return journey on Aug. 27 & 28. Free railway transportation will be provided, the members of the party merely paying for sleeping cars & meals. The Minister of Marine has placed the Government steamer *Quadra* at the disposal of the party for a few days' cruise on the Pacific coast.

G.T.R. Suit about Passes.—The Co. has filed its defence to the action brought by the Niagara Falls Suspension Bridge Co. & the Niagara Falls International Bridge Co. to compel the G.T.R. to secure passes for the directors & officials of the bridge companies from all the railways using the bridge. The G.T. states that the plaintiffs have not at any time demanded these tickets. The agreement of Feb. 27, 1875, between plaintiffs & the G.W.R. is referred to as providing for the release of the G.T. from every demand except that of the annual rent. Therefore, defendant says, it is not obliged to make plaintiffs any further or other compensation for the use of the bridge. The statement adds that the bridge companies are not under obligation to pay the rates or fares of their own directors & officials when travelling for pleasure or on their own business, & that the bridge companies can suffer no loss by reason of their directors not having such free tickets. The defendant then says that if it was bound at all to give free tickets it was only on requisition from the bridge companies from time to time, as required. Lastly, the G.T. says that these directors or officials gave no consideration for any such free transportation, & that it was not called upon to pay for the same.

A Great Railway's Progress.

With the establishment of a limited flyer across the continent the C.P.R. gives another proof of a determination to keep abreast of the demands of the traffic and to expand with the growth of the Dominion. This is a piece of most commendable enterprise & is in keeping with the policy that has been pursued by the road since its construction was first undertaken. The new flyer shortens the trip from ocean to ocean by 24 hours, which, considering the speed of the ordinary service, is a marked achievement in railway operation. The "Imperial Limited" leaves Montreal every morning at 9.30 and reaches Vancouver on the afternoon of the 4th day thereafter at 1.15, reducing the time to a little over 4 days. The east-bound flyer leaves Vancouver at 1.15 in the afternoon, reaching Montreal at 6 p.m. on the 4th day thereafter. In contemplating this achievement it is hard to realize that but 13 years have elapsed since the first through train left Montreal for the Pacific terminus. In 1886, when the first transcontinental train was started, the total length of all the Co.'s lines was 4,500 miles. During the interval the railway has expanded with the Dominion till to-day the Co. operates a system, including leased lines, of 9,600 miles. Equipment has kept pace with the extension of the system operated. The number of engines has increased from 336 to 644, & passenger & baggage cars from 289 to 622. In freight & cattle cars there has been an increase from 7,858 to 16,942, & in all essentials of operation & maintenance there has been the same rapid expansion.

Growth & development have been even more remarkable in the marine department of the service. The traffic of the Pacific Ocean has been served by splendid lines of steamships, the "three white Empresses" being regarded as the best passenger ships afloat. These lines reach out from the railway terminus at Vancouver to China, Japan & Vladivostok, they turn south to Hawaii, to Fiji & Australia, & cover the newly-established traffic to the golden Klondike. In addition to the three Empresses, the *Tartar* & the *Athenian* on the Pacific routes,