

**The Temiscouata Line Finished.**

THE laying of the last rail of the Temiscouata Railway was completed on Saturday, January 7th, and the contractor, Mr. John J. McDonald, ran out from Riviere du Loup to Edmundston a passenger train containing the president and directors of the company, the engineers of the Provincial and Dominion Governments and the councillors and leading citizens of Riviere du Loup. The government engineers expressed themselves highly pleased with the condition of the road and the citizens are astonished at the progress that has been made since last spring, when the construction was practically begun. The contractor has spared neither pains nor money in making the enterprise a success, as is shown by the marvellously short time occupied in its construction—shorter, perhaps, than that occupied in the building of any other Canadian road of equal length. The road runs through a finely-wooded country, and for forty miles follows Lake Temiscouata and the Madawaska River through magnificent scenery, with the great stretch of water on one side and on the other snow-capped mountains, alternated with meadows and farms. The party, after dinner, retired to Riviere du Loup, Edmundston turning out *en masse* to bid them greeting.

Concerning this event a despatch from Riviere du Loup says—The station of the Riviere du Loup junction was beautifully decorated on the occasion of the first through train leaving on the Temiscouata Road. At 8 a.m. the train left the station amid cheers. There were about thirty passengers on board, among them Thomas Ridout, and A. L. Light, government inspectors; G. H. Dechene, M. P. P.; A. R. McDonald, president of the company; James Heo, roadmaster; and Thos. Crockett, chief despatcher of the Intercolonial. The members of the city council and the officials of the road and several others are the guests of Messrs. McDonald and Boswell, the contractors. The train reached Edmundston, at 3 p.m., where the party had dinner and left on their way home at 5 p.m. well satisfied with the excursion.

**Ottawa and the Grand Trunk.**

MUCH interest is being taken in Ottawa over the project to extend the Grand Trunk Railway Company's Midland Railway eastward to Ottawa, and thence by a route south of the Ottawa River, through Gloucester, Cumberland and Clarence townships, to connect with the Vaudreuil and Prescott Road. It is claimed that the construction of such a line would give Ottawa additional railway connections east and west, and the line from the capital eastward would pass through a thickly settled and prosperous country. In an interview, Mr. E. H. Bronson, M.P.P., of Bronson, Weston & Co., one of the leading lumbering firms of the Ottawa valley, said he did not know that it would benefit the lumber trade very much because they had a competition in rates now between the C. P. R. and the Canada Atlantic, and that of course was a great thing. It gave them, he supposed, the lowest profitable rates the railroads

could carry on. It would, however, very materially assist the industries on the south side of the Ottawa between here and Vaudreuil. Mr. Edwards and Messrs. Hamilton Bros., who had at present no outlet for their lumber, would be benefited and would be able to continue their shipments all the year round. The proposed line would open up a fine agricultural country, and if the trains were run so as to allow of the people getting in and out of the city conveniently, it would no doubt be a benefit as well as a convenience in making these agricultural sections contributory to its welfare. Mr. Bronson said the towns along the north shore of the Ottawa were looking for railway competition, and were seeking the Grand Trunk to extend a branch line in that direction. Of course if they did that they could cross the Ottawa at Hawkesbury, and make an independent short line from Ottawa to Montreal.

A project is on foot to secure connection for Ottawa and its district with the Grand Trunk by means of a line to Kingston. A despatch from Kingston, dated 10th January says: This evening a deputation from Smith's Falls waited on the Board of Trade and urged the taking up of a charter for the building of a railway between Kingston and Ottawa. Prominent members of the board and merchants favored the scheme, and the probabilities are that it will be consummated. Hon. G. A. Kirkpatrick strongly favored the scheme. The Brockville and Westport Road will take trade from Kingston, and consequently it must take action as stated. A committee was appointed to look into matters.

**The Fastest Passages on Record.**

A CORRESPONDENT, who travelled by the Umbria, writes—The Umbria has eclipsed all her rivals by making the fastest passage on record between Queenstown and New York. Leaving the former port at 1.15 p.m. on the afternoon of Sunday, May 29th, she quickly overhauled the Alaska, which steamer had sailed from Queenstown a little time before (not having to wait for mails as the Cunard steamer had), and, favored by fair weather, she made in the succeeding 23½ hours 453 knots, following this up by 470, 478, 473, and 474, until at noon of the fifth day out, she was only 495 knots from Sandy Hook, which point she reached at 1.30 p.m. on Saturday, the 4th June, making a course of 3,088 knots in all. This beats the previous "best on record," viz., the fast trip of the Etruria, February, 27th, 1887, eastward bound, by 1 hour, 19 minutes. A comparison of the two best runs of these flyers will be interesting—

	Etruria.	Umbria.
Left Liverpool to Queenstown	240	240
1st day	424	433
2nd "	464	470
3rd "	450	478
4th "	465	478
5th "	464	474
6th "	464 (From N. Y.)	495
Distance off New York	70	—
	3,011	3,088
Time	6 days 5 hrs. 31 mins.	6 days 4 hrs. 12 mins.

The weather on the whole was favorable.

Head seas and fogs were encountered, but these seemed to make no appreciable difference in the speed of the Umbria, whose engines continuously made 68 and 69 revolutions per minute. Occasionally the sails were hoisted, for N.W., N., or N.E. winds, but nobody was sea-sick, and on the 3rd June, jubilee athletic sports were held on the upper deck, and a concert was given in the evening, at which £50 was raised three-fourths for the Liverpool Seamen's Orphanage and one fourth for an American charity. The previous fastest passage of the Umbria was from Queenstown to Sandy Hook in 6 days and 7 hours. Captain M'Mickan has thus passed the record of all his predecessors on the Atlantic, and has shown that the Umbria is the fastest vessel afloat. The fastest trip the Etruria ever made was in February, 1887, but this was east-bound, and was only thirteen minutes faster than her trip on August 18, west bound, with which I have compared our present west-bound trip in the Umbria. Another thing about the Umbria's fast run is the fact that she has made only 210 revolutions short of 100,000, and that this has been accomplished by the continuous indication of over 15,000 horse-power by her unequalled engines, and, one is almost tempted to add, her unrivalled engineers. What the maintenance of such an enormous horse-power means in the way of closest attention to the vast machinery, and the smooth working of the furnaces and steam, only those who know something about steam engines can appreciate. The fastest day's run the Umbria ever made is the fastest ever made by any steamer. It was on her last outward trip in April, when, on one day, she logged 496 knots, equal to 368 miles—about 24½ miles per hour.

**Favorable to the C. P. R.**

THE *Boston Herald* is an admirer of the Canadian Pacific. In an interesting article it has this to say about that road: "Here is a transcontinental system indeed, extending fairly from the Atlantic to the Pacific, presenting the longest line of continuous railroad under one ownership, name and management in the world. Here is a system costing upwards of \$150,000,000 and comprising nearly 5,000 miles of finished and operated lines, that has sprung into existence substantially within far less than a decade of time, and that nevertheless takes place among the railway enterprises of the world as a marvel of construction, of unity and of administration. The youngest among the American 'Pacific systems' must be regarded as the most complete, comprehensive and far-reaching of them all." It seemed an impossible task, the building of the Canadian Pacific across the continent, but Canadian brains, energy, pluck, enterprise and genius accomplished the work and astonished the world. That Americans should be so ready to compliment Canada upon her success in this tremendous national enterprise is not surprising. Americans are not only energetic, but large-hearted and generous; and they want to see their neighbors prosper.—*Canadian American.*