

WHAT WE THINK.

—For the information of the officials of the Kootenay Ry. & Navigation Co. who have their headquarters in London, Eng., we may state that Toronto is in Canada. The tired feeling that comes over us when we receive from officials of a Canadian railway, mail matter addressed "Toronto, U.S.A.," is beyond description.

—Our esteemed contemporary, the Railroad Gazette, of New York, informs its readers that application has been made to "the Railway Committee of the Primitive Council" at Ottawa for running powers on the Crow's Nest Pass Ry. for the Nelson & Bedlington. What have Mr. Blair and his colleagues done that they should be thus labelled?

—The Minister of Railways will do well to give careful consideration to the unanimous demand of the Nova Scotia boards of trade for improved passenger service in Cape Breton. The scenic beauties & splendid climate of that district have brought it to the front ranks as a summer resort, & it is every year becoming more popular, especially with visitors from the United States. It is also increasing in business importance, & requires a faster service than has been, which should be provided for the summer season, if not for the year round.

—As anticipated in our March issue the action of the Dominion Government in regard to the construction of a telegraph line to the Yukon Territory has resulted in a claim for compensation from one of the chartered companies. We have no objection to the Government building the line, though we think it could have been done more economically by a company, but the two charters to companies should not have been granted if the Government had any intention of building. If the decision to build by the Government was arrived at after the granting of the charters the companies should have been notified immediately to prevent them from incurring liabilities. Mr. Roche, M.P. for Kerry in the Imperial Parliament, recently stated that the company in which he is interested gave large orders for materials & supplies, & it is understood the company will ask compensation. We see no reason why it should not succeed in its claim if justice is done.

—The Rossland, B. C., Miner accuses the C.P.R. Co. of laying old rails on the Crow's Nest Pass line. As a matter of fact, better rails were put down than were required by the contract between the Government & the Co. That contract called for steel rails of a minimum weight of 56 lbs. a lineal yard for the whole length of the line. As will be seen by reference to the report of the Government Superintending Engineer, on pg. 114 of our April issue, rails of that weight were only used on the prairie sections & on the river bottoms,

where tangents & light curvature occur, the balance of the line being laid with a percentage of 60 lb. rails & fully 26% of the whole line having 73 lb. rails. The C.P.R. Co.'s record is of itself sufficient answer to any charge of scamping work. Even the Government standard is not good enough for it, as evidenced by the fact that when the Co. took over the B.C. section of the main line between Savona's Ferry & Emory's Bar it was found to be so much below the Co.'s standard that after most exhaustive arbitration proceedings the Co. was awarded \$579,255.20 to be spent in bringing it up to the C.P.R. standard. There is no doubt whatever that when the Crow's Nest line is fully completed it will be found just as good as the main line, but as Sir Wm. VanHorne has pointed out the management knows better than to put its heaviest rails on new earthwork, where they would be damaged during construction & early operation. On a great part of the Crow's Nest line the heavy rails are already laid, & the rest will follow in due course, & as soon as it is deemed wise to put them down. If the Rossland Miner wants to make points against the C.P.R. it will have to select some subject other than the quality of the Co.'s construction work, which is above criticism.

The Ontario & Rainy River Contracting & Supply Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$80,000, & head office at Port Arthur. The incorporators are, J. Conmee, A. W. Thompson, A. J. McComber, Mrs. Conmee & Mrs. Whalen, the first three named being the first directors. The objects are to carry on the business of contractors for the construction of railways & other public works, for the sinking of shafts & for other work in connection with the development of mines, & to manufacture & sell timber, ties, lumber, pulpwood & cordwood.

Dominion Notices to Mariners.

The Dept. of Marine has issued the following notices:—

No. 11, Apl. 18. British Columbia. 1. Change in the character of Sisters Rocks light. 2. Intervals between Prospect Point fog bell strokes.

No. 12, Apl. 20. Ontario. 1. Change in Parry Sound buoyage. United States inland waters. 2. Niagara river range rear light station. 3. Cleveland west breakwater light station. 4. Light on Carlton Island.

No. 13, Apl. 26. British Columbia. 1. Amended description of shoal off Cole Bay. 2. Possible uncharted dangers off the west coast of Vancouver Island. 3. Beacons in Baynes Sound destroyed. Empire of Japan. 4. Murotozaki lighthouse. 5. Taitatate lighthouse.

No. 14, Apl. 26. Ontario. Georgian Bay & North Channel pilot, 1899.

No. 15, Apl. 27. British Columbia. Garry Point light temporarily discontinued.

No. 16, Apl. 27. Quebec. Change in Platon beacons. New range lights.

No. 17, May 1, British Columbia. 1, Garry Point light again in operation. 2, Note on the use of the red sectors in Fiddle Reef light.

No. 18, May 10, Nova Scotia. 1, Color of Peases' Island fairway bell buoy. 2, Change of name of Hobson's Nose lighthouse. U.S.A. Maine. 3, Change in characteristics of fog signals.

No. 19, May 2, Nova Scotia. Government rifle ranges, McNab's Island.

No. 20, May 4, Ontario. 1, Burlington Bay inner light. 2, Discontinuance of Michael Point light. 3, U.S.A. The Great Lakes. Fort Gratiot range light station. 4, St. Mary's Falls canal, westerly entrance. North pier light discontinued. Vidal Shoal channel range lights. South pier light.

No. 21, May 5, Nova Scotia. 1, Harbor light at Port Medway, Quebec. 2, The Barre & Boulard range lights in operation.

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