

The Chantilly, the 1st of the new C.P.R. sleepers, was turned out about the end of July. It is decorated, as will be the others, from the designs of the French artist, Theodore Jongey, & the beauty of its fittings certainly suggests the hand of a master. It contains 8 sections, 2 drawing-rooms, & at one end a large smoking & toilet-room. The smoking-room & the main body of the car are finished in mahogany & gold, the ceiling being of stamped leather, & the panels of the upper berth are of the same material. The upholstery is of terra cotta & green brocaded plush, imported from France. The 2 drawing-rooms are most artistic. The seats & ceilings are covered with brocaded plush of old ivory & green, & the furnishing is a beautiful white wood, known as primavera, or white mahogany. The toilet-rooms are arranged after the latest designs.

APPLICATIONS FOR INCORPORATION.

Kettle River, B.C.—Bodwell & Duff, Solicitors, Victoria, B.C., give notice of application to the Dominion Parliament for the incorporation of a company to build a railway from a point on the International Boundary Line, at or near Cascade City, B.C., thence westerly, following the valley of the Kettle River to a point on the boundary line, at or near Carson, also from another point on the boundary line, at or near Midway, northerly following the valley of Boundary Creek to a point about 20 miles north of Midway, with power to construct & maintain branch lines, & at the Boundary Line to connect with, & to operate the whole in conjunction with the railway line of the Spokane Falls & Northern R. Co., with power to construct telegraph & telephone lines for commercial purposes, as for the business of the railway, & for all other necessary & usual powers.

Ottawa River Bridge.—Perkins & Fraser, solicitors, give notice of application to the Dominion Parliament for the incorporation of a company to construct & operate a railway & general traffic bridge across the Ottawa River between the cities of Ottawa & Hull, with the necessary approaches from any station which the Co. may erect in those cities to the bridge for railway, street railway, tramway, carriage, foot & passenger traffic purposes, with power to expropriate lands; to amalgamate with or enter into arrangements with railway, street railway or any other corporation for the use of the bridge; & to charge toll, subject to the approval of the Governor-in-Council. The height of the arches of the bridge to be not less than 35 ft., & the interval between the abutments or piers to be not less than 150 ft., & for other purposes.

West Coast of Vancouver Island.—S. P. Mills, solicitor, Victoria, gives notice of application to the B. C. Legislature for the incorporation of a Co. to construct a railway from Victoria, via Sooke, San Juan & Alberni, along the west coast of Vancouver Island, to the vicinity of Hardy or Nahwitti Bays, on the extreme north end of the Island.

The Ottawa & Gatineau Valley Ry. has a party of photographers going over the line taking views of the beautiful scenery which will be distributed to advertise the summer resorts along the line.

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RAILWAY PROJECTS.

Amherst & Eastern.—In our July issue, pg. 129, it was stated that the surveying of a route for the proposed line from Amherst, N.S., to the North Shore via Truemanville & Chapman Settlement, had been decided on by this Co. Nothing definite has yet been done, & it is by no means certain that the survey will be started this year. (Official.)

Brandon & Southwestern.—It is said this charter is now controlled by D. H. Purdon, of Toronto, who was at one time Chief Despatcher of the C.P.R. at Winnipeg, afterwards Assistant to General Superintendent Whyte, of the Western Division, & still later Despatcher at Moose Jaw. Mr. Purdon is said to have been between Brandon & the International Boundary recently with a survey party, & is said to have stated that work will be gone on with at once. This line, if built, would compete with both the C.P.R. & Northern Pacific, & unless it made connection with the Great Northern (U.S.) south of the Boundary Line, would have no outlet for its wheat traffic. It has a land grant of \$6,400 a mile for 17 miles, but, of course, could not be financed on that, & we do not see how it is going to be built unless the promoter has got the Great Northern interested in it. (July, pg. 129.)

Cobourg, Northumberland & Pacific.—We are officially informed that the final location for this line is being completed & amended, & that it is expected grading will be completed very soon.

Musquodobbet.—A director of this company wrote us under date of Aug. 1:—"A survey is now being conducted jointly by the Nova Scotia Government & the Co, & it is expected the report of the Engineer will be handed in within the next fortnight. As everything depends on this report it is impossible to make any definite statement as to the future until it is fully discussed. I may, however, say that from what I hear there is every prospect of the road being constructed." (See our July issue, pg. 129.)

Spokane Falls & Northern.—It is very probable that the Corbin system, now that it has fallen under the control of the Great Northern (U.S.) will be extended at the

earliest possible date to Republic Camp, on the Colville Indian reservation, via Bossburg & the Kettle River valley & it is not improbable that it may be continued southward from Republic down the San Poil River, & across the Columbia to connect with the main line of the Great Northern in the Big Bend country, Washington. The completion of such a line would form a loop of railway that would monopolize the traffic of the northern portion of the State of Washington, a region as rich in agricultural, mineral & other resources as any tributary to the Great Northern east or west. —Rossland Miner.

Toronto & Hudson's Bay.—W. T. Jennings, C.E., who left Toronto July 7 on behalf of this Co. to examine the country to the north of the C.P.R. main line, returned to Toronto Aug. 10, after travelling some 700 miles by canoe. From North Bay he examined the country some 15 miles north, & then went via Mattawa to the head of Lake Temiscamingue, examining the district northward about 40 miles nearly to the watershed, after which he went along the Wabigoon River as far as possible. From Hailebury, on the west of the lake, he went on to Shark Lake, & reached Montreal River. From Bay Lake, an expansion of the rivers, he turned southward again, & followed in a general way the projected line of the old James' Bay Ry. to Lake Temogami, then on to Lakes Wickstrad & Morten, & got into a surveyed district. Then, directing his course westward, he reached the south shore of Lake Temogami. This district, about 25 miles north of the C.P.R., was examined for terminal purposes. Bending his way north, he reached the Montreal River again, passed the great Northwest bend, & crossed the height of land, arriving at the waters that empty into James' Bay. On the return journey he took in as much of the country as possible, & came out at Wahnapietoe on the C.P.R. Mr. Sankey, C.E., who accompanied him from Toronto, went on to James' Bay, by way of Lake Abitibi, to look over the ground for harbor purposes.

Woodstock & Brantford.—This "project," briefly mentioned in our July issue, has turned out to be a huge fake. R. L. Middleton, the self-appointed Chief Engineer, is under arrest, & the dailies are full of the details, which we need not repeat.

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