

THE RAILWAY & SHIPPING WORLD.

AN ILLUSTRATED PERIODICAL DEVOTED TO STEAM & ELECTRIC RAILWAY, SHIPPING, EXPRESS, TELEGRAPH & TELEPHONE INTERESTS.

THE RAILWAY & SHIPPING WORLD CO., PUBLISHERS,
35 MELINDA STREET, TORONTO, CANADA.

SUBSCRIPTION PRICE, postage prepaid, to Canada & the United States, \$1 a year; to Great Britain & other countries in the Postal Union, \$1.25 (5 shillings sterling). The best & safest way to remit is by express or post office money order payable at Toronto.

ADVERTISING RATES furnished on application to the publishers.

TORONTO, CANADA, MAY, 1898.

RAILWAY PROJECTS.

Toronto to Sudbury & James' Bay.

Sir Wm. Van Horne's statement that the C.P.R. would build a line from Toronto to Sudbury, has been followed up by an actual survey which is progressing rapidly under the management of Hugh Lumsden, Chief Engineer of the Crow's Nest Pass Branch, who came east some two months ago to take up this important work. The line as surveyed starts from Kleinburg, 21 miles northwest of Toronto on the Co.'s Owen Sound Branch, going by Nobleton, Schomberg, Bondhead & Cookstown to Barrie, thence by Midhurst, Craighurst, Coldwater, Bala the outlet of Muskoka Lake, Foot's Bay on Lake Joseph, & Parry Sound, crossing French River at Cantin's Island, & then by as direct a route as possible to Sudbury. Mr. Lumsden has 4 survey parties in the field under the following assistants: C. B. Smith, Kleinburg to Severn River; A. E. Morris, Parry Sound to Severn River; C. A. Mitchell, Parry Sound to French River; A. Brunel, French River to Sudbury. It is expected the survey will be completed early in June. We are in a position to say that a very good line with easy grades is being secured. The distance from Toronto to Sudbury will be about 250 miles, as against 306 by the present North Bay route.

As to what the intentions of the C.P.R. are in regard to this line, it is impossible to speak with any degree of certainty. For years the Co. has shown such a line on its maps as projected & it may be that it will go on with construction. Of course the quarrel with the Grand Trunk is an incentive to construction, but that may soon be patched up, & if friendly relations are again restored it is more than likely that the resumption of the C.P.R.'s traffic from Toronto over the G.T. to North Bay would be part of the deal. There is no doubt that the diversion of this business via Smith's Falls & Carleton Jct. has been a heavy loss to the G.T.R., which may be expected to do everything possible to secure it again. It is hardly likely that the C.P.R. would go in again under the old arrangement & a deal in the way of running powers is more likely. It must also be borne in mind that the U.S.-Spanish war has done much to

disturb financial conditions & that this is not a good time to finance railway projects.

The C.P.R. has no charter for a line from Toronto to Sudbury, but it would appear that it could be built under the powers conferred by the Co.'s original Act of 1881, which gave the Co. the right, from time to time, to lay out, equip, maintain & operate branch lines of railway from any point or points along its main line to any point or points within the Dominion. In 1895 W. Mackenzie, H. D. Lumsden, C.E., G. A. Cox, F. Nichols & D. D. Mann obtained a Dominion charter for the James' Bay Ry. Co., with power to build a line from Parry Sound to Duke's Indian reserve, thence to the easterly line of Lake Wahnapitae, & thence to the mouth of Moose River, James' Bay. In 1897 another Act was passed, empowering the Co. to extend its line from Parry Sound to Toronto, it being provided that the railway from Parry Sound to James' Bay, and the extension from Parry Sound to Toronto, should be commenced within 2 years therefrom, and 15% of the capital stock of \$1,000,000 expended thereon. This charter is controlled by Mackenzie & Mann, & might, no doubt, be utilised should the C.P.R. wish to build under it.

For the country north of the C.P.R. main line there is power to build under a charter granted in 1884 to W. Hendrie, W. Thomson, Jas. Walton, J. Macnabb, W. B. McMurrich, J. C. Bailey, P. A. Scott, A. Kirkwood & A. Nairn, who were incorporated as the Lake Nipissing & James' Bay Ry. Co., with power to build a line from, at or near the junction of the Callender branch with the C.P.R., or from near Callender to Moose Factory, or some other point on James' Bay. In 1889 the name was changed to the Nipissing & James' Bay Ry. Co. In 1896 the acts relating to this Co. were consolidated, the proposed railway was declared to be a work for the general advantage of Canada, & it was provided that the line should be completed to Lake Temiskaming within 3 years, to Lake Temiscamining within 5 years, and the balance within 7 years from the passing of the Act. It is said this charter is also controlled by Mackenzie & Mann, or at all events it is in hands that are friendly to their interests.

At the last session of the Ontario Legislature the James' Bay Ry. was granted, to aid in the construction of 90 miles of its line from Parry Sound to, at or near Sudbury, \$3,000 a mile for a distance not exceeding 40 miles, & the unearned subsidy of \$3,000 a mile for a distance not exceeding 50 miles which was granted to the Nipissing & James' Bay Ry. in 1889, the unearned subsidy being transferred to the James' Bay Ry. This makes a total cash subsidy of \$270,000 for the 90 miles.

A short time ago the City Council of Toronto appointed G. Gooderham, J. H. Mason, R. Davis, W. R. Brock, L. M. Jones & Mayor Shaw as the Toronto & Hudson's Bay Railway Commission, W. T. Jennings, M. Inst. C.E., being appointed Secretary & Consulting Engineer to the Commission. At the present session of the Dominion Parliament the Com-

missioners secured incorporation as the Toronto & Hudson's Bay Ry. Co., with power to construct & operate a standard gauge line from Toronto to, at or near the mouth of Moose River, Albany River or Churchill River, on the west side of Hudson's Bay & James' Bay, with a branch to the Northern Pacific Jct. Ry. at or near Gravenhurst, a branch southward from the main line adjoining the watershed near Timagami Lake, thence to the Northern & Pacific Jct. Ry. at or near North Bay or Nipissing Jct. & a branch from near Parry Sound to or near Sudbury, thence to Wahnapitae Lake. In consequence of the opposition of the holders of the two charters above mentioned, it was provided that the operation of the Toronto & Hudson's Bay Ry. Act should be suspended for 2 years as far as power to lay out & construct a line is concerned, & if at the end of that time the James' Bay Ry. Co. has commenced & substantially proceeded with the construction of its line from Toronto to Sudbury via Parry Sound, & if at the end of such time either the James' Bay Ry. Co. or the Nipissing & James' Bay Ry. Co. has commenced & substantially proceeded with the construction of a line northward from the present main line of the C.P.R., the Act shall be similarly suspended during such time as the substantial proceeding with the construction of the lines above mentioned continues, & upon the completion of those lines the Act shall cease.

British Columbia Railway Aid.

The B. C. Legislature has adopted a bold & progressive policy for extending the railway facilities of the Province. Last year it authorized the raising of a loan of \$2,500,000, out of which the proposed railways from English Bluff to Boundary Creek via Penticton, & from Bute Inlet to Quesnelle, were to be subsidized. At its recent session the Legislature authorized a further loan of \$2,500,000, making a total of \$5,000,000, continued the above mentioned subsidies & added subsidies for a line from Boundary Creek to Robson, & from an ocean port in B. C. to Teslin Lake. The subsidies now offered are as follows:—

1. Standard gauge railway from Penticton, at the foot of Okanagan Lake, to the Boundary Creek, approximately 100 miles.
 2. Standard gauge railway from Robson to Boundary Creek district, to connect with the 1st mentioned line, approximately 80 miles.
 3. Standard gauge railway from the coast in the neighborhood of English Bluff, near Point Roberts, via Chilliwack to Penticton, approximately 230 miles.
 4. Standard gauge railway from Bute Inlet to Quesnelle, approximately 230 miles.
 5. Narrow gauge railway from a seaport in B.C. to Teslin Lake, approximately 400 miles.
- This is a total of 1,040 miles. Work on the Penticton-Boundary Creek & Robson-Boundary Creek roads is to be commenced by Aug. 8, 1899; on the English Bluff-Penticton & Bute Inlet-Quesnelle roads by May 1900. In

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