

lature for the incorporation of a company to which he proposed to transfer all his interest in the colony. This was refused by a new Government that had come in subsequent to 1898. An appeal was made by the Government to the country in 1900, and the action of the Government was sustained by the popular vote. After negotiations extending over a year an agreement was reached between the contractor and the present Government where-by a new company was incorporated under the title of the Reid Newfoundland Co. The Government repays the \$1,000,000 with interest and also takes back about one-half the lands granted under old contracts for which it pays \$850,000 cash. The Government also agreed to refer the claims arising out of the operating and construction contracts of 1893 to arbitration. The contractor agreed to re-sell the road to the Government, and entered into a contract to efficiently operate and maintain it for 50 years. At the end of that period the Government will own the road.

Both parties are to be congratulated on the solution of this much-vexed question.

Notices to Mariners.

The Department of Marine has issued the following notices:—

No. 55. July 11.—British Columbia—205. Burrard inlet, North Vancouver, magnetic range established. 206. Burrard inlet, Brockton point, lighthouse established and fog-bell tower moved.

No. 56. July 12.—Ontario—207. Lake Huron, Kincardine, lighthouse on north pier burned down. 208. River St. Mary, Rains' dock gas buoy. 209. Chart, east side of Lake Huron, from Chantry island to Cove island, numbered 3,257, prepared from hydrographic surveys made by the Department of Marine, has just been published by the British Admiralty.

No. 57. July 17.—New Brunswick—212. Gulf of St. Lawrence, Shippegan gully, buoyage and hydrographic notes. Prince Edward Island—213. East coast, Cardigan bay, Panmure shoal, change in character of buoy.

No. 58. July 19.—Ontario—216. Lake Erie, Port Colborne, change in color of light.

No. 59. July 21.—Nova Scotia—217. Gulf of St. Lawrence, St. Paul island, Atlantic Cove, beacons. New Brunswick—218. Chaleur bay, Bathurst harbor, buoyage and hydrographic notes.

No. 60. July 23.—Quebec—220. River St. Lawrence above Quebec, Point Nicolas, establishment of semaphores. 221. River St. Lawrence above Quebec, Cap Sante, semaphore discontinued. 222. River St. Lawrence above Quebec, Port St. Francis, back range light tower changed.

No. 61. July 23.—Ontario—223. Lake Erie, position of wreck to the eastward of Middle island.

No. 62. July 24.—British Columbia—225. Burrard inlet, Vancouver harbor, Burnaby shoal, clearing marks. 226. Strait of Georgia, Malaspina strait, Slimmon, position of church, etc. 227. Bute inlet, uncharted rock.

No. 63. July 26.—Nova Scotia—228. South coast, Cape Sable, change in character of light.

No. 64. July 26.—Ontario—229. Lake Superior, east end, Mica shoal, buoy.

No. 65. July 31.—Quebec—230. River St. Lawrence, Traverse of St. Roch, lower end, lighthouse foundation, established and marked by lights. 231. River St. Lawrence, Traverse of St. Roch, removal of lights.

No. 66. Aug. 1.—Quebec—232. River St. Lawrence, south shore, Bécancour beacon removed.

No. 67. Aug. 2.—Quebec—233. Gulf of St. Lawrence, off Cape Rosier, dangerous wreck-
age. Newfoundland—234. Hogo island, Tilton harbor, Sloan's hill, light established.

235. South coast Ramea islands, light established.

No. 68. Aug. 5.—Ontario—237. River St. Mary, St. Joseph island, Stribling point, range light buildings.

No. 69. Aug. 5.—British Columbia—241. Queen Charlotte sound, off Foster island, uncharted rock. 242. Trincomali channel, Victoria rock, erratum. 243. Erratum.

No. 70. Aug. 6.—Quebec—244. River St. Lawrence, Father point, change in lighthouse illuminant. 245. River St. Lawrence, mouth of Saguenay river, Prince shoal, gas buoy established. 246. River St. Lawrence, south traverse, Port Joli shoal, gas buoy established. 247. River St. Lawrence, Beaumont reefs, gas buoy established. 248. River St. Lawrence, Platon point, gas buoy established.

No. 71. Aug. 12.—Ontario—249. Lake Erie, wreck to the eastward of Middle island marked by buoy. 250. Georgian bay, west side, Cape Croker, temporary change in character of light. 251. Lake Superior, east end, shoal off Corbay point. 252. Lake Superior, east end, shoal south of Montreal island.

The following notices have been issued by the U.S. Hydrographic office:

No. 33. Aug. 16.—Lake Superior—1131. Thunder bay, shoal reported. 1132. Duluth and Superior harbors, shoal spots removed. 1133. Duluth harbor basin, warning signal tower established.

No. 34. Aug. 23.—St. Mary's river—1174. Rains' dock, gas buoy No. 20 established.

September Birthdays.

Many happy returns of the day to

W. D. Barclay, ex-Manager, Alberta Ry. & Coal Co. and Great Falls and Canada Ry., now a contractor at St. Paul, Minn., born at Campbellton, N.B., Sept. 23, 1852.

G. T. Bell, General Passenger and Ticket Agent, G.T.R. at Montreal, born there Sept. 7, 1861.

F. R. F. Brown, ex-Mechanical Superintendent, Intercolonial Ry., now at Montreal, born at Helensburgh, Dumbartonshire, Scotland, Sept. 29, 1845.

M. H. Brown, Assistant General Freight Agent, C.P.R., at Toronto, born at Victoria Square, Ont., Sept. 2, 1866.

W. G. Brownlee, Superintendent, G.T.R., Western Division, at Detroit, Mich., born at Lawrenceville, Ill., Sept. 9, 1858.

J. R. Bruce, Traffic Auditor, Intercolonial Ry., at Moncton, N.B., born at Portsoy, Banffshire, Scotland, Sept. 23, 1848.

W. B. Bulling, Assistant Freight Traffic Manager, C.P.R., at Montreal, born there Sept. 16, 1858.

R. L. Burnap, Commercial Agent, Central Vermont Ry., and Agent, National Despatch Fast Freight Line at New York, N.Y., born Sept. 20, 1872.

G. B. Colpas, Auditor, New York & Ottawa Rd., and Ottawa & New York Ry. at Ottawa, Ont., born Sept. 28, 1858.

A. W. Ecclestone, Southern Passenger Agent, Central Vermont Ry., at New York, born at Hamilton, Ont., Sept. 25, 1858.

F. A. Folger, Jr., General Superintendent, Kingston & Pembroke Ry., at Kingston, Ont., born Sept. 17, 1865.

L. A. Hamilton, ex-Land Commissioner, C.P.R., born at Penetanguishene, Ont., Sept. 30, 1852.

L. B. Howland, President and General Manager, Irondale, Bancroft & Ottawa Ry., at Irondale, Ont., born at Lambton Mills, Ont., Sept. 2, 1869.

W. H. Kelson, General Storekeeper, C.P.R., born at Bath, Eng., Sept. 5, 1850.

H. D. Lumsden, C.E., engineering department C.P.R., born at Belhaire, Scotland, Sept. 7, 1844.

J. McNaught, Second Vice-President, Great Northern Ry. of Canada, at New York, born at Lexington, Ill., Sept. 9, 1842.

G. S. MacKinnon, Division Master Mechanic, C.P.R., at Winnipeg, Man., born at Melbourne, Que., Sept. 16, 1854.

H. L. Maltby, Secretary and Treasurer, Pontiac, Pacific Jct. Ry. and Ottawa, Northern and Western Ry., at Ottawa, born at Derby, Eng., Sept. 8, 1852.

G. A. Mountain, Chief Engineer, Canada Atlantic Ry., at Ottawa, Ont., born at Quebec Sept. 28, 1860.

J. E. Muhlfeld, Superintendent of Machinery and Rolling Stock, I.C.R., at Moncton, N.B., born at Peru, Ind., Sept. 18, 1872.

E. D. Nash, Assistant Superintendent, Central Vermont Ry. at New London, Conn., born at Shelburne Falls, Mass., Sept. 24, 1852.

J. Osborne, General Superintendent, Atlantic Division, C.P.R. at St. John, N.B., born at Montreal, Sept. 19, 1861.

E. D. Parker, Assistant General Freight Agent, Minneapolis, St. Paul & Sault Ste. Marie Ry. at St. Paul, Minn., born at Granville, Ohio, Sept. 20, 1839.

W. H. Rosevear, General Car Accountant, G.T.R., at Montreal, born at Wadebridge, Cornwall, Eng., Sept. 26, 1837.

D. Sutherland, General Freight Agent, Newfoundland Ry., at St. John's, Nfld., born at Niagara Falls, Ont., Sept. 21, 1873.

W. R. Tiffin, Superintendent, Northern Division, G.T.R., at Allandale, Ont., born at Hamilton, Ont., Sept., 1844.

W. Whyte, Assistant to the President, C.P.R., at Winnipeg, Man., born at Charleston, Scotland, Sept. 15, 1843.

The Northern Routes to the Pacific.

In connection with a number of railway projects having for their object the construction of new lines with terminals on the Pacific coast, for which parliamentary powers were obtained at Ottawa in 1901 and at the last session—two of them being extensions of old charters—it is interesting to recall the surveys made for the building of the C.P.R. through the Rocky mountains by the Dominion Government prior to 1880. The report of Sandford Fleming, now Sir Sandford Fleming, dated April 8, 1880, sums up the whole of the work previously done, and gives a mass of information relating to the districts of Saskatchewan, northern Alberta and northern B.C., that is undoubtedly of great value to the promoters of the railways now claiming attention. Three passes were surveyed through the Rocky mountains, viz., Yellowhead, Pine river, and Peace river, and the terminal points to be reached by them were Port Essington and Port Simpson, near the Skeena river, and Bute inlet. Of these passes the Yellowhead, crossed at a height of 3,738 ft., was looked upon with the most favor, the language of Sir Sandford's report being: "It was early seen that the Yellowhead pass offered more than usual advantages for a line of railway crossing the Rocky mountains, and that according to the information we possessed, that pass might be held to be a definite governing point by which the whole location would be controlled. The most persistent efforts were made for several years to discover a line running directly west from Yellowhead pass to the coast. They were fruitless. It was eventually established, that on the railway reaching Tête Jaune Caché, some 50 miles west of the Yellowhead pass, two routes only could be advantageously taken. The one, following a north-westerly course to a point near Fort George, turned south-westerly to gain the valley of the Homathco, by which it found a passage through the Cascade range to tide water at Waddington harbor. From