

will recollect the grandeur of the scenery through which the road passes. For miles the shore is one continuous village. H. J. Beemer is the president of the company and Israel Tarte, of Quebec, vice president. One of the original promoters is Mayor Langelier, of the city of Quebec.

THE following description of the proposed bridge across the St. Lawrence, at Quebec, is from the *Montreal Star*:—The plans for the bridge and its approaches have been prepared by Sir. James Brunlees, the eminent English engineer, assisted by Mr. A. L. Light, M. Inst. C. E., government engineer of the Province of Quebec. The St. Lawrence, at the point selected for the bridge, is comparatively narrow, the width from shore to shore being 2,400 feet. But the great depth of water prevents the construction of piers in the centre, hence the new cantilever principle has to be adopted for the superstructure. Two massive piers of granite masonry will be built at a distance of 500 and 240 feet from the shores of the river in a depth of about 40 feet of water, and on these the enormous cantilever iron work will be erected. The piers will be built sufficiently high to allow the masts of the largest ocean steamers to pass under the centre span. The dimensions of the bridge will be as follows: Length of centre (cantilever) span, 1,442 feet; length of northern shore span, 487 feet; length of southern shore span, 487 feet; total length of bridge and approaches, 3,460 feet; height from high water mark to bottom of bridge, 150 feet; height of piers above high water, 150 feet; extreme height of top of cantilever above high water, 408 feet. The centre span will be 290 feet shorter than that of the cantilever bridge now being built over the Firth of Forth, which has a span of 1,730 feet and a total length of 10,000 feet. The Quebec bridge has been designed for a double track, but for economical reasons this may be altered so as to provide for a single track only. Mr. Sandford Fleming, C. M. G., in his book "Old to New Westminster," speaking of this proposed bridge, says that "the railway system of the Dominion will always be incomplete until the St. Lawrence is bridged at Quebec."

The Disallowance Question.

THE following appeared in the Ottawa correspondence of the *Toronto Mail* recently.—"Mr. LaRiviere, provincial secretary of Manitoba, was in the city. Your correspondent showed him the following paragraph appearing in the *Mail*: 'It is stated with a good deal of positiveness that some concession will shortly be made to Manitoba with respect to the disallowance question by the Dominion Government.' Mr. LaRiviere was asked for a definite statement in regard to the disallowance question. In reply he said disallowance had taken two forms, one under the monopoly clause of the Canadian Pacific Railway bill, the other as a general policy of the Dominion Government. Some acts that were disallowed in the first instance were in contravention to the Canadian Pacific Railway charter, but some later acts of the Manitoba Legislature

which, speaking from memory, he could not enumerate positively, had been disallowed as a general policy by the Dominion Government under the veto power which they possessed. That part of the disallowance question, which was entirely under the control of the Federal Government, he had reason to believe, would not be exercised any longer, and the government candidates in Manitoba had been permitted to make such an announcement. The Canadian Pacific Railway monopoly clause did not affect the original Province of Manitoba, but only the added territory. He could not say definitely what the Canadian Pacific Railway intended to do in regard to the matter, but he understood the company was willing to give up the present rights within certain limits.

Railway or Railroad?

THE *Railway Age* says:—Although the *Railway Age* has held its peace for some time in regard to the absurd custom of representing the word "Railroad" by the letters R. R., it does not cease to groan in spirit over the violence of etymology, orthography and good taste which that custom indicates. It has looked in vain for any defence of the practice of writing R. R. for Railroad while abbreviating Railway to Ry. If R. R. is right then R. W. is the proper way to abbreviate Railway. If Ry is sensible and convenient as an abbreviation, as it certainly is, then why not Rd? We observe that the Kansas railroad commissioners in their last annual report, evidently appreciating the bad taste and bad typographical appearance of R. R., have boldly adopted a new abbreviation for the two words which has the merit of uniformity and consistency, Railroad being represented by Rld. and Railway by Rly. This certainly is better than the plan of abbreviation which assumes that the full expression is Rail Road—an obsolete and improper designation. But while the Kansas commissioners should be commended for their good taste and their independence in moving in the matter of this reform, it is not evident why they do not discard the letter l in both abbreviations and simply write Rd. or Ry. It is to be hoped that in their next report they will make this final move toward the proper and uniform abbreviation; and moreover that other state railway commissioners will take the same action, even if railway officials are so bound by custom and habit that they are slow about venturing to abolish the barbarous R. R., the absurdity of which many of them admit.

American Description of the P. E. I. Tunnel.

THE following is from the *Railway Register*, of St. Louis:—

Consul Keim sends to the State Department at Washington, D. C., an interesting report of the scheme to connect Prince Edward Island with the main land by a railroad fourteen miles long, under water.

When, in 1872, Prince Edward Island went into Confederation, the Dominion Government guaranteed, among other things, to keep open winter communication with the mainland, and

in 1873 the winter steamer, *Northern Light* was put on to do this. She failed. High tides bring immense quantities of ice up and down the strait.

The amount of subsidy granted annually by the Government to Prince Edward province for ice-boat, summer steamers, and loss on island railway is about \$200,000.

In 1873 George W. Howlan, a member of the Dominion Senate, and since 1862 a United States consular agent, conceived the plan of an iron tubular railway for a railway track, so goods can be shipped through at all seasons without change of bulk, shortening the time, not hours but days, and increasing trade with the United States, as there can be no moving of freight during the winter months.

The shortest distance from Prince Edward Island (Carlton Head) to the mainland in New Brunswick is fourteen and one-half miles. It is proposed to run out on piles one mile from the New Brunswick shore.

The tunnel will be sixteen feet in diameter, built in segments of five segments to the circle, in ten-foot lengths, composed of iron, and lined inside with two feet eight inches of concrete in the bottom and one foot around the circle. It will be laid by a plan recently patented in the United States.

The Dominion Government made a survey of the strait last summer over the proposed route. The bottom was found free from rocks and composed entirely of brick clay.

The work is thought a simple and practicable one, and will take about three years to build from the time it is started, and will cost about \$5,000,000.

West Indian Trade.

THE *Ottawa Journal* says:—The announcement that the Federal Government proposes to subsidize a steamship line maintaining a fortnightly service between Canada and the West Indies created great satisfaction in mercantile circles, especially in the Maritime provinces. The importance of the trade that might be worked up in this direction has been recognized for a number of years. In 1875 a commission was appointed to visit the West Indies. The first thing they realized as necessary was steam communication, and the Governments of Canada and of the islands in the West Indies were induced to promise large subsidies, but they fell through. The trade between the two colonies in 1885 amounted to about \$5,000,000, of which about \$4,000,000 was fish, the remainder \$1,000,000 being other products of the islands. It is calculated that if steam communications and trade relations were arranged, Canada would receive direct all the tropical productions and manufactures which are now received through other countries. In 1875 Cuba and Porto Rico had an almost prohibitory tariff, so that it was impossible to do any trade with them; but now foreign vessels can trade with these islands on the same terms as the Spanish themselves.

"An act to build up the Canadian Pacific railway at the cost of the business interests of the country" might be suggested as a title for the Inter-State Commerce Bill.—*Ex.*