

Steel Rail Prices.—Railway managers who have been ordering steel rails for next summer's delivery have recently discovered that railmakers have a decided unwillingness to do so on the basis of present prices. Railmakers have been unfortunate in the recent upward movement. They have supplied rails continuously below market prices. Hence their present unwillingness to sell rails largely at \$33, which may be worth \$38 when delivered. Authorities agree pretty well that an unusual amount of railroad building will be undertaken next spring. In other lines a strong upward tendency continues to manifest itself. Bars, merchant steel plates, shapes, pipes, tubes, all are fractionally higher than even a week ago. The urgent demand for raw material is indicative of higher prices & finished products later on. Plate mills see no sign of relaxing demand, despite some idle rumors to the contrary. The question of ore prices will be fixed a month sooner this year. The question of transportation will remain in abeyance. Several serious features are to be dealt with, & opinions at present have very little value.—*Railway & Engineering Review*, Chicago, Oct. 21.

Central Vermont.—Gen.-Manager Hays, of the G.T.R., accompanied by Vice-President & Gen.-Manager Fitzhugh, Col. Walker, President of the Atcheson, Topeka, & Sante Fe Ry., Gen. McCullough, Vice-President of the Erie R.R., & Mr. Baker, of Boston, all members of the directorate of the C.V., made a trip over the line in the middle of November. This was referred to in some daily papers as likely to lead to further reorganization of the C.V., but this is not likely. The trip was simply an annual inspection one. The line has already been thoroughly reorganized, & it is not thought any further change is to be made.

White Pass & Yukon Ry.—At the recent annual meeting of the B.C. Yukon Ry. Co., at Victoria, the following were elected:—President, S. H. Graves; Vice-President, W.

Wilson; other directors, J. Dunsmuir, A. C. Flumerfelt, E. C. Hawkins, H. M. Hills, R. Cassidy. Secretary, A. Davey.

Here is a unique verdict by a coroner's jury on a man who was killed by a switch engine:—"We, the jury, find that the deceased came to his death at the hands of a switch engine, after being sat on by the coroner for two hours & half."

ELECTRIC RAILWAYS.

Ontario Electric Railways.

Bracebridge to Muskoka Lake.—An electric railway between these points is talked of.

Fort Erie to Chippewa.—A deputation waited on the Ontario Government on Oct. 8, in connection with the proposal to build an electric railway between these points, & suggested the terms desired. (Sept., pg. 277.)

The Hamilton Consolidations.—On Nov. 30 the Main st. office & the terminus near the G.T.R. station at Ferguson avenue of the Hamilton & Dundas Ry. will be discontinued, & on Dec. 1 the cars will run to the Radial station on Gore st., as the city terminus of the road. A switch will be put in at the intersection of Queen & Herkimer streets & the cars run over the street railway tracks. The track on Main st. is the property of the H. & D. Co., but it is probable the Hamilton, Grimsby & Beamsville will acquire running powers over it.

Hon. J. M. Gibson recently laid before the Hamilton City Finance Committee the proposition of the promoters of the proposed electric railway to Guelph & Galt. He stated that it was proposed to build a first-class line, so as to have the cars run almost at the same speed as a steam railway. The plan was to build a double track from Hamilton to a point near Rock Chapel, where lines will branch out to Guelph & Galt. The promoters considered that the most feasible route was along

Vine st. to Oxford st., across Dundurn park below the edge of the bluff, & through Harvey park. He did not think Dundurn would be injured, but Harvey park would be damaged to some extent. An alternative route was along York st., which would have to be widened by 20 ft. near Queen st. It was esti-



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NOTICE.—The Canadian Pacific Railway Company will apply to the Parliament of Canada, at its next Session, for an Act authorizing the Company to construct or acquire and to operate the following railways, that is to say: a railway from a point on the Company's Line at or near Deloraine in Manitoba, thence southwesterly to a point in township one or two, thence westerly one hundred miles; also a railway from a point on the Manitoba South Western Colonization Railway between Manitou and Pilot Mound in a southerly direction to a point at or near the International Boundary; also a railway from a point on the last mentioned railway in township one or two, thence easterly fifty miles; also a railway from a point in township one or two on the said line between the Manitoba South Western Colonization Railway and a point at or near the International Boundary, thence westerly fifty miles; also a railway from McGregor on the Company's main line in Manitoba, thence westerly and northwesterly to Varcoe, about fifty-six miles; also a railway from West Selkirk in a northerly and northwesterly direction to some point on the west shore of Lake Winnipeg, about sixty miles; also a railway from a point on the Company's main line at or near Molson Station, Manitoba, thence northerly and northeasterly to a point on Lac du Bonnet or Winnipeg River, about twenty-six miles; and also a railway from a point on the Company's line at New Westminster, thence to Vancouver by such route as may be found most direct and feasible, with power to issue in aid of the construction and equipment of said railways collectively, or on any part or parts thereof separately, bonds which will be a first lien and charge thereon with the same effect as if the said railways or such part or parts thereof were being built by the Company as a branch of its railway within the meaning of Section One, Chapter Fifty-one of the Statutes of 1888, or in lieu of such bonds consolidated debenture stock conferring on its holders equal rights in all respects and a rank pari passu with holders of such consolidated debenture stock as the Company has been heretofore authorized to issue, and for other purposes.

By order of the Board,

CHARLES DRINKWATER.

Montreal, 16th November, 1899.

Secretary.

NOTICE is hereby given that The Dominion Atlantic Railway Company will apply to the Parliament of Canada, at the next session thereof, for an Act confirming the company's issues of capital stocks, the conveyance to the company by the Windsor and Annapolis Railway Company, dated the thirty-first December, 1895, the Mortgage Trust Deeds made by the company, and the first and second debenture stocks, issued and to be issued, thereunder, to the amount of 940,000 pounds (sterling), and also to enable the company to increase the capital stock, borrow and secure money upon ships and other outside property of the company, to create reserves, and for other amendments to the Act incorporating the company.

CHRYSLER & BETHUNE.

Solicitors for the Company.

Dated the 7th November, 1899.



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