

south side of Hunter street, between James & Catharine streets, & it is possible the station property will be extended. The matter has been under consideration by the T., H. & B. Board for some time. (Unofficial.)

**Vancouver, Victoria & Eastern.**—This line is projected to run from the Mainland coast of B.C. in the neighborhood of English Bluff, near Point Roberts, via Chilliwack, to Penticton, approximately 230 miles, thence to the Boundary Creek district, approximately 100 miles. The charter is controlled by McKenzie & Mann, & the B.C. Government has granted a cash bonus of \$4,000 a mile for the whole distance from the coast to Boundary Creek, where it will connect with the Columbia & Western, which the C.P.R. has just placed under contract, & thence with the Crow's Nest, thus affording a second through line from the Pacific Coast to the Prairies. It is believed that McKenzie & Mann have made arrangements with the B.C. Government which will ensure the immediate construction of the line from Penticton to Boundary & also a start on the work in other sections from the coast eastward. See C.P.R. map of Kootenay district presented with this issue.

**Wabash.**—A press item was recently published to the effect that this Co. was about to erect a repair shop at St. Thomas, Ont. Nothing definite has yet been decided on. (Official.)

**Washington County.** The C.P.R. is getting a connection at St. Stephen, N.B., with the Washington County Ry. This line, the contractors for which are the J. P. McDonald Co., Calais, Me., connects at Washington Jct. with the Maine Central, whence it runs to Calais, 102 miles. Seventeen miles from Calais it turns & runs to Eastport, 17 miles, making a total mileage of 119 miles. Connection is made with the C.P.R. at St. Stephen's, over the St. Stephen & Middleton branch, 4 miles in length, now under lease to the C.P.R., & a short piece of the St. Croix & Penobscot road from Calais about 2 miles west. (Official.)

It is said that the Washington County line is controlled by Russell Sage, of New York, who also controls the Shore Line from St. Stephen to St. John, N.B.

**Winnipeg & Southeastern.**—Work was commenced about the middle of May on the first 35 miles, between a point about three miles S.E. of St. Boniface, & St. Anne, which has been awarded to contractors Sinnott, Fisher & Strevel. In places the country is said to be pretty wet owing to little or no drainage having been done, but the railway drains & culverts will make these spots rapidly disappear. R. J. McKenzie is in charge of construction, Mr. Bruce being the engineer. It is said property has been secured in St. Boniface for terminal purposes, & that a bridge may be built across the Red River between St. Boniface & Winnipeg. Surveys will be made during the summer between the end of the 80 miles to be built this season at White-mouth Lake & Lake of the Woods. As explained in our May issue, pg. 65, Whitemouth Lake is a common point from which the line can be continued about 25 miles across the narrows of the Lake of the Woods, or, if this route is found impracticable, it can be carried through Minnesota, which, however, would lengthen the distance about 35 miles. The decision of the Manitoba Government as to which route should be adopted is to be given by Jan. 1 next.

#### Grand Trunk Items.

The largest round-house on the system is to be built at the east end of the Sarnia tunnel.

The rumor that the Co. is about to double track its line between Hamilton & Niagara Falls is said to be without foundation. (Official.)

Work on the Victoria Jubilee Bridge at Montreal is proceeding very satisfactorily. Twelve of the 24 spans are in place & the rest should be up by the end of August.

The Montreal City Council's offer of a free site for the Co.'s general offices, consisting of 199 ft. on McGill St. & 135 ft. on St. Paul & William Sts. respectively, having been accepted, work will be gone on with as soon as possible. The Co. agrees to put up a building to cost not less than \$250,000, the assessment to be levied on that amount only for 20 years & the plans to be approved by the City Council. The arrangement will have to be ratified by the Legislature, but the Co. is willing to take an interim agreement from the city & start construction.

#### News of the Lines.

**Cobourg, Northumberland & Pacific.**—This Co. was incorporated in 1889 to construct a line from Cobourg Harbor, Ont., to the River Trent, to the Ont. & Quebec branch of the C.P.R., & to the mining regions of Marmora & Belmont. By subsequent legislation in 1891, 1892, & 1894 the charter was revived & powers given for extension to the mineral lands of Hastings County, & for leasing the line to the C.P.R. The Dominion Parliament has authorized assistance to the extent of \$3,200 a mile for 50 miles from Cobourg to Central Ontario Jct. on the C.P.R., with a further subsidy of 50% on cost in excess of \$15,000 a mile, the total subsidy not to exceed \$6,400 a mile. Municipalities on the route have voted their bonds for \$93,500. A contract has been made with the C.P.R. to lease the line, when completed, to that Co. for 999 years, the C.P.R. to provide rolling stock & equipment, pay rates & taxes, & pay the C. N. & P. R. Co. 40% of gross earnings. The C. N. & P. R. Co. has recently, through its contractor, C. H. Bower, issued on the London market £151,200 5% perpetual 1st mortgage debentures of £100 each at £102. Subscriptions were invited up to June 16, but at the time of writing (June 23) the result was not known here. Should the issue be successful, it is understood construction will be proceeded with at once. The directors of the Co. are R. Mulholland, Peterboro; W. J. Crossen & G. Guillet, Cobourg; J. B. Carlow, Township of Percy; E. Cochran, M.P., & W. W. Armstrong, Campbellford. The Toronto General Trusts Co. is trustee for the debenture holders. Sir Douglas Fox, M.I.C.E., is Consulting Engineer in England, and F. Turner, C.E., Toronto, is Engineer to the Co. (Official.)

**Grand Trunk.**—In the case of E. P. Hannaford, ex-Chief Engineer of this Co., against the Co., for gravel & other material taken from his land at Blackwell for use in the construction of the Sarnia Tunnel connection in 1891, & which was heard at Sarnia Assizes early in May, judgment has been given for plaintiff with costs, the counter claim of the Co. being dismissed with costs. It is said the Co. will appeal.

In the case of E. P. Hannaford against the Co. for alleged wrongful dismissal, the evidence of President Sir C. Rivers-Wilson & ex-General Manager Seargeant, taken in England by commission, was read in Court in Montreal, June 8. Mr. Seargeant denied all knowledge of the Co.'s employees working at Mr. Hannaford's house & of Mr. Hannaford having used the Co.'s material for private purposes. Some witnesses were examined & Judge Davidson said he would hear the arguments later in the month.

F. Dupont has taken an action for \$10,000 against the G.T.R. on account of the death of his son, the late F. Dupont, M.P., from injuries sustained in an accident near Sherbrooke.

A bill designed to prevent the G. T. R. from securing control of the Central Vermont

has passed both branches of the Vermont Legislature & been signed by the Governor. It provides that no alien railway company shall be interested in the stock of any Vermont railway hereafter reorganized under Vermont laws, without leave of the Legislature, or shall own or acquire title thereof.

**Great Northwest Central.**—At the recent Dominion session the Co. was empowered to issue preferential debentures for \$12,000 a mile for the portion already built, & what may be placed under construction, these debentures to supersede to that extent the existing bonding power. The existing bonds are to be got in by the Co. & deposited with the High Court of Justice of Ontario, & the amount of claim of any claimant on existing bonds is to be paid either in money or new bonds. The new bonds will take priority of the old bonds. The proceeds of the new bonds are to be applied 1st to the extension of 10 miles of the line from its present terminus at Hamiota, Man., which is to be completed by Dec. 31 next, & afterwards in payment of charges on the old bonds. The time for construction of the next 20 miles beyond Hamiota, which includes the 10 miles above mentioned, is extended to Aug. 1, 1899, & the date for the completion of the whole line is further extended for 5 years from that date. A. Charlebois, who was the contractor for the portion of the line so far built, 56 miles, & who has been in litigation with the Co. for years, recently obtained from a local judge at Ottawa an ex-parte injunction, restraining the Co. from raising money for any purpose, & from transferring shares. J. B. Delap, who has invested heavily in the road, being made a party to the suit. Charlebois claims he is the owner of all the capital stock of the Co., by reason of the Imperial Privy Council having set aside the contract, which he alleges was the consideration for which he parted with the shares. Pending the receipt of the Privy Council order the injunction has been continued, & it is of course hampering the Co's operations. A representative of the Co. informs us that it is the intention to go on with the work as soon as possible, but if anything should prevent the new bonds being issued the obligation to build 10 miles this year will lapse. A. F. McCallum, C.E., is now going over the proposed route between Hamiota & the western boundary of Manitoba with a view to securing a final location of the extension. (Official.)

**Montreal & Sorel.**—A Montreal telegram says:—Negotiations are pending for the purchase of the Montreal & Sorel Ry. by the Atlantic & Lake Superior Ry. The M. & S. Ry. has never been prosperous, but its absorption by the A. & L. S. will remove a competitor for part of the distance to be traversed by the latter. If the negotiations are completed, Mayor Prefontaine, who is one of the directors of the A. & L. S., will go to England to endeavor to obtain the capital for the road. A necessary part of the scheme, however, is an \$8,000,000 bridge at Longueuil, & it is not probable that this can be floated just yet. The M. & S. Ry. runs from St. Lambert, 6½ miles south of Montreal, to Sorel, 45 miles. From St. Lambert it gains access to Montreal over the G.T. tracks & Victoria Bridge. We fail to see why, as stated in the dispatch, another bridge is necessary.

**Pontiac & Pacific Jct. Ry., & Ottawa & Gatineau Ry.**—Special general meetings of the shareholders of both of these companies were called to be held in Montreal, June 1. In each case the objects stated were precisely the same, to authorize the issue of \$500,000 1st mortgage bonds of each company, to build the Interprovincial Bridge across the Ottawa River between Nepean Point & Hull. Application to the Secretary of the two companies has failed to elicit any information as to the result of the meetings.