

against suspension bridges has disappeared. The principles of the suspension type are better understood, or are better applied, than they were, & with the improved materials that are now available, it is possible to give suspension bridges of the largest size all the rigidity which can reasonably be asked for. As regards the question of economy, the cantilever is by far the more costly type, the difference in cost increasing at a multiplying ratio of the increase in length. In view of this fact it is probable that the adoption of the cantilever type at Quebec was due to the local conditions.

The Quebec City Council has granted a subsidy of \$300,000 to the Bridge Co. The money will be realized on 30-year 3½% debentures, & the conditions will be the same as exacted by the Dominion Government. (April, pg. 116.)

**Quebec Central.**—The steel bridge over the Etchemin river at St. Anselme was carried away by ice April 19. A temporary wooden structure has been erected in its place pending arrangements for a permanent steel structure.

**Quebec & Lake Huron.**—J. M. Nicol, Detroit, Mich., who is promoting this line, writes us as follows: There is no charter in existence, but application has been made to the Dominion Parliament for one, which we trust may be granted this session. The projected road is intended as an air line from the lakes to tide water. Our eastern terminus will be at Quebec, & the western at or near French River, on Georgian Bay. The line will follow a straight line as nearly as possible, between these two points, crossing the St. Maurice River at or near Grandes Piles, passing near the village of St. Michel des Saints, on the Mattawin River, crossing the River du Lievre at or near Rapide de l'Original, the Gatineau River in the vicinity of the village of Riviere Joseph, & the Ottawa River near the village of Mattawa, & touching Lake Nipissing on the south. For the major part of the distance the road will run through a practically level country, traversing a wilderness covered for the most part with forests of hardwoods & spruce, interspersed with a little pine. The rivers are precipitous & rocky, & unless the timber comes out by rail, it must remain forever where it is. With the building of this road, this timber will find a market, & the Provinces will derive an immense revenue from the sale of their timber on lands lying in proximity to the road. Then, again, unlike pine lands, these tracts, when cleared, have great value for agricultural purposes, & the Mattawin valley, through which the road will run, contains millions of acres of fine farming lands, which will be opened up to settlers, & the intention is to make of it a colonization road of no mean proportions. The road will not be in opposition to any existing lines. It will not come within 50 miles of either Toronto, Ottawa or Montreal, & consequently will not be a competitor for that business, nor for any other, excepting the through business, from Chicago, Duluth & the Northwest to tidewater, which is open to the world, & we should be no more of a competitor of the Canadian roads than of the American trunk lines & the canals for this business. (Mar., pg. 78.)

**Rutland-Canadian.**—We were recently informed that about 4½ miles of rock excavation & rubble embankment in the lake at various points along the line remain unfinished. In our Jan. issue a paragraph referring to this line read:—"The maximum grade outside of yard limits is 1° 30'." It is obvious that the word "curve" should have been used instead of "grade." (Jan., pg. 9.)

**St. Mary's River Ry. & Colonization Co.**—A bill is before the Dominion Parliament to incorporate a company under this name to build a railway from the Alberta Ry. & Coal Co.'s

line between Lethbridge & Stirling, Alberta, to the International boundary, also to convey or lease the line to the C.P.R. or Alberta Ry. & Coal Co., provided the Governor-in-Council consents.

**The Sallsbury & Harvey Ry. Co.** is applying to the Dominion Parliament for power to build the following branch lines in New Brunswick:—From Turtle station to Baltimore, from Baltimore siding to Moncton, and from Baltimore siding to or near Watter's oil works, Hillsborough. Also for power to purchase the railway, franchises, &c., of the Harvey Branch Line Ry. Co., & the Alma & Harvey Ry. Co. (Mar., pg. 74.)

**Toronto, Hamilton & Buffalo.**—Contracts have been let for the construction of a spur of 3½ miles, starting from the main line near Trolley st., in the east end of Hamilton, & running northeasterly through the 2nd & 1st concessions of Barton township, thence westerly to between Wellington & Ferguson streets in the northwest part of the city, with a short spur to connect with the Hamilton Blast Furnace Co.'s siding. E. Goodale has the contract for grading, & M. A. Pigott the contract for the trestles over the Radial Ry. & Sherman Inlet, the work on these contracts to be completed on June 20 & May 15 respectively. (Oct., '99, pg. 297.)

**Toronto Union Station.**—In consequence of the absolute necessity of increased accommodation for handling baggage, it is probable that the baggage & express rooms on Station St. will be enlarged by building additions east & west.

### Railway Committee of Privy Council.

A preliminary decision has been reached by the Railway Committee of the Privy Council, confirmed by the Governor in Council, on the complaint against the railway rates on coal oil. Following is the official announcement as made by the Government press:—"It will be remembered that about a year & a half ago the railway companies reduced their tariff on coal oil from Sarnia & Petrolia to Montreal & other points east which were open to competition by water. The rate originally charged from Sarnia was 35c. per 100 lbs. on oil, but after the Standard Oil Co. had acquired the refineries at Petrolia, & had re-established the business of refining at Sarnia, it prevailed upon the railway companies to reduce the rate to between 20c. & 21c. The reason assigned for this was that the Standard Co. was contemplating putting on boats for the carriage of oil to Montreal & other points accessible by water. At the same time the railway companies raised the rate from Table Rock, Suspension Bridge & other points in the U.S. to Montreal & other centres in Canada from 23c. to 35c. They justified their action in doing this by alleging that the rate was too low, & that in any case they desired to make up the loss which would be entailed upon them by the Sarnia reduction. The effect of this reduction from Sarnia & the increase at points along the Niagara border was to restrict the importation of oil from the U.S. in competition with the oil produced at Sarnia, & thus to give the Sarnia product the control of the Canadian market. Consumers of oil became very much incensed at this, & to it attributed the rise in the price of oil, as well as the discrepancy in the cost on the U. S. side of the line as compared with this. They lodged a complaint of illegal discrimination before the Railway Committee of the Privy Council against the railways. After several hearings & some delay, owing very largely to the requests of the complainants themselves, and their inability to arrange their case & secure evidence, the question has been finally determined against the railway companies. The Railway Committee came to the conclusion that the only practical remedy

available was to reduce the railway tariff on oil. They made a report & recommendation to Council accordingly. The effect is to leave the rate from Sarnia untouched, while the rate from U.S. points to points in Canada is reduced to the figure of 23c., as it originally was, based on mileage."

### Passenger Traffic Matters.

The Chicago, Rock Island & Pacific Ry. has issued a folder about the through sleeper via this line between Chicago & San Francisco, which contains a map alternated with streaks of shade, up & down, indicating the country passed through in daylight & the sections traversed by night.

Commencing June 4, a through service will be run between Levis (Que.) & St. John, N.B., over the Quebec Central & C.P. railways, via Megantic, leaving Levis 6.45 p.m., daily except Saturdays, arriving at St. John 11.50 a.m., daily except Sundays, & leaving St. John 4.10 p.m., daily except Sundays, arriving at Levis 10.00 a.m., daily except Mondays. This time will be changed somewhat about June 25, when new time bill takes effect. First-class coach & sleeping car passengers will be carried in through cars without change between Levis & St. John. Rates from Montreal & points west to St. John, N.B., & points east will be the same as via C.P.R. short line through Maine; rates to points on C.P.R. direct line west of St. John, N.B., will base on Quebec or Levis, but not exceed St. John rates. Until Sept. 30th tickets from Montreal or west to St. John, N.B., or east or vice versa, reading via C.P.R. short line through Maine will be exchanged for tickets via Quebec & Megantic, provided C.P. coupon is so endorsed by selling agent.

Commencing June 11, the C.P.R. transcontinental train service will be very much quickened. The "Imperial Limited" trains will run daily between Montreal & Vancouver, crossing the continent in each direction in about 4 days. Westbound trains will leave Montreal 9.30 a.m., reaching Vancouver at 1.10 p.m. on the 4th day. Eastbound trains will leave Vancouver at 1.10 p.m., reaching Montreal at 6.10 p.m. on the 4th day. Service between Toronto & North Bay in connection with the above will be daily.

At Fort William the new trains will connect with the Co.'s Upper Lake steamships plying tri-weekly between Fort William, Sault Ste. Marie & Owen Sound, & at Moose Jaw close connections will be made with the trains of the Soo-Pacific route from & to St. Paul & Minneapolis, shortening the time materially between those cities & the Pacific Coast. Trains on the Crow's Nest branch will connect closely at Dunmore Jct. with the Imperial Limited, east & west bound, affording the most direct service from & to the Kootenay country. There will be a through sleeping car between Winnipeg & Kootenay Landing, to & from which passengers for & from points east of Winnipeg will be transferred at suitable hours. Charge for berths on Co.'s steamers between Nelson & Kootenay Landing \$1 each. Dining cars will be run between Montreal & Banff, meals west of that point being supplied at the Co.'s chalet hotels, Field, Glacier & North Bend. Dining cars will be run on Crow's Nest branch. Passengers holding 1st-class tickets between Dunmore Jct. or points east, & Revelstoke or points west on or reached via the main line, will be given the option of travelling either via the main line through Calgary & Banff, or via the Crow's Nest branch, Nelson & Robson, or via Nelson, Slocan City & Roseberry.

It is reported that the Wabash road, after paying employes by check for a long time, will resume the use of the pay car.