

Railway Matters.

THE people in Manitoulin Island are protesting against an extension of time in which to build the Manitoulin and North Shore Railway.

It is generally understood that the superintendent of the Grand Trunk car shops at London will be Samuel King, Montreal, formerly chief draughtsman of the Hamilton car shops.

THE London, Ont., Board of Trade is urging the building of a line connecting Ridgeway, Ont., and the Port Stanley Railway at some point between St. Thomas and Port Stanley.

THE purchase of 65,000 tons of steel rails from the Carnegies, at Pittsburg, by the Canadian Pacific Railway, is confirmed, and it is said the company obtained the rails at \$17 per ton.

THE city council of Levis, Quebec, are opposing the extension of the Intercolonial Ry. from Levis to Montreal, as announced in the speech from the throne on the opening of Parliament.

DURING the coming season the Grand Trunk will make extensive renewals in the masonry between Toronto and Montreal, and on the Midland. It is intended to rebuild the bridge over the Rouge river near Port Union.

THE draft of the order of the Railway Committee of the Privy Council on the spur line crossing York street, Hamilton, Ont., extinguishes the rights of the Hamilton & Milton Toll Road Company on payment of \$20,000 each by the city, county and T. H. & B.

F. A. HEINZE, of the Columbia & Western Railway, has mortgaged his Montana property for a million and a half, for the purpose of building an extension of the Columbia & Western to Penticton, B. C. Work on the new line will begin immediately at Robson.

THE Temiscouata Railway Company is applying to Parliament to enlarge the time for commencing the work of extending the railway from Edmundston to a point on the Intercolonial Railway, and also to authorize the company to build a railway connecting such proposed extension with the Central Railway at Chipman, in Queen's county.

FIFTY of the Canadian Pacific freight locomotives are being equipped with the Westinghouse air-brake, having been the first shipment of the brakes manufactured in Hamilton made to Montreal recently. The company has arranged to spend \$300,000 a year for three years in equipping the rolling stock with the Westinghouse appliance.

HARRY ABBOTT, who has been general superintendent of the Pacific division of the Canadian Pacific Railway since the line was built to the coast, has resigned. Mr. Abbott, who is a brother of the late Sir John C. Abbott, has been connected with the Canadian Pacific Railway since its inception, and previous to that was engaged on engineering work in connection with numerous railways in Eastern Canada.

WORK on the Coast Railway, which will run from Yarmouth to Lockeport, N.S., is progressing very satisfactorily. The road is graded for a distance of 32 miles from Yarmouth, and the rails are down on 20 miles of that stretch. There are on the spot 1,000 tons of rails, which it is estimated will carry the line to Lower East Pubnico. The railway will be completed to Lockeport in 1898, and subsequently 100 miles to Halifax.

AN influential deputation waited on the Ontario Government recently in support of the proposed Ontario and Rainy River Railway, which would commence at the junction with Port Arthur, Duluth and Western Railway, near Kakabekha Falls, 23 miles south-west of Port Arthur, and runs through the Seine River Valley to Seine Bay, a distance of 150 miles. Along the route are many valuable mineral properties.

AS good an authority on the subject of the width of the Crow's Nest Pass as can be obtained is W. T. Jennings, C.E., Toronto, who has gone over the route from Fort Macleod to the East Kootenay four times in all, and has walked over the Pass and ridden and driven through it. His last visit was in the autumn of 1893, when he was there in the interests of the British Columbia Southern Railway. To a *Globe* reporter recently Mr. Jennings showed a plaster cast of the Pass and the adjacent mountain district, which he is making, and traced the course of the Pass across the mountains. Up the Crow's Nest Creek the Pass, though contracted, is not unduly narrow, and the gradients are easy, much easier in fact than those on the C.P.R. track at present used. At the Crow's Nest Lake the main difficulty occurs. The C.P.R. had at the time of Mr. Jennings' visit graded

the Pass up to this point, and had made a commencement at a rock cutting in the steep bank of the lake. The line laid out by the C.P.R. is located along the north side of the lake, at the foot of minor mountains forming the spurs of Crow's Nest Mountain, these are very steep on the lake side. Another line to run along that side of the lake would have either to widen the cutting thus started by the C.P.R. or to get running powers over the rails. The southern side of the lake is of much the same nature as the northern, and a similar cutting might be made along it. A bay of the lake at the western end trends south, and the southern banks of this bay are more precipitous than the banks elsewhere. If this bay should not prove too deep, it could be bridged; in this case the southern bank would be just as practicable as the northern. From Crow's Nest Lake to Summit Lake is a rise of about twenty feet. Either shore of Summit Lake affords an equally good location for a line. Summit Lake marks the apex of the Pass. The descent of the Michel Creek and Elk River valleys is easy. On leaving Summit Lake the line descends into Michel Creek valley, and finds in front of it the immense horn-shaped mountain—or rather a timber-clad hill—the tip of the curving horn lying to the north and Michel Creek running along its southeast side to empty at the apex of the ridge into the Elk River, which passes along its north-west base. This timbered, hilly ridge contains the great coal beds, and the line of the C.P.R. is accordingly laid on the left bank of the Elk River, next to this hill. Down the Elk River both sides are practicable for railway construction, the side selected being perhaps the easier; it is certainly the most suitable, as it skirts the mountain side containing the principal body of coal.

THE short line from Montreal to Ottawa, which is being built by the Canadian Pacific along the south side of the Ottawa River, will be finished by the middle of the coming summer, only some 40 miles at the Ottawa end yet remaining to be built. With regard to the entrance into the City of Ottawa, very little has yet been given out, but it is stated that the new C.P.R. road will join the Canada Atlantic about three miles from Ottawa, using that company's tracks to get into the capital. The distance from Montreal to Ottawa will be reduced to 106 miles, and as the company are having six magnificent new engines built in Montreal, and the rails on the M. & O. being of the heaviest kind, the time between the cities will be reduced to 2½ hours.

Industrial Notes.

A PUBLIC library is to be built in Goderich, Ont., to cost \$5,000.

T. B. CALDWELL, Lanark, Ont., is enlarging the cheese factory at Balderson.

THE Walker Foundry Company, Ltd., Belleville, has been succeeded by J. Gordon.

THE Toronto estimates for 1897 call for \$56,000 for a new bridge on Queen street east.

THE bridge over the River Credit, at Huttonville, Ont., was carried away recently by a flood.

JOHN PALMER wants to buy a new engine for his tannery, Westmoreland St., Fredericton, N.B.

H. McELROY & SONS, Carp. Ont., are enlarging their roller mill from 50 barrels daily to 100 daily.

A. BELL, C.E., Almonte, Ont., has prepared plans for a new public school building in Arnprior, Ont.

THE town council of Renfrew, Ont., recently passed a resolution in favor of buying a steam fire engine.

THE Cant factory at Galt has been purchased by the McEachren Heating Co., who take possession this month.

A NEW cheese factory is being built at Woodlawn, Carleton county, Ont.; Jno. Bradley has the contract.

J. KREINER & Co., Berlin, Ont., are building an addition to their furniture factory 40 by 50 feet, and three stories high.

JAS. EVANS & Co., iron founders, Omemee, Ont., are supplying the boiler, etc., for a new cheese factory at that place.

THE Milton Wire & Roofing Company, Ltd., Milton, Ont., is fitting up the premises formerly occupied by the Novelty Works.

WENTWORTH county council are to call for tenders for an iron bridge across the marsh, west of Hamilton, to cost \$3,000 or less.

PIGOTT & INGLIS, contractors, Hamilton, Ont., have been awarded the work on the Grenville Canal, between Ottawa and Montreal.