

# THE RAILWAY & SHIPPING WORLD.

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The Western World. Established 1890.

AN ILLUSTRATED PERIODICAL DEVOTED TO STEAM & ELECTRIC RAILWAY, SHIPPING, EXPRESS, TELEGRAPH & TELEPHONE INTERESTS.

The Official Organ of  
The Canadian Freight Association.  
The Canadian Roadmasters Association.

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TORONTO, CANADA, FEBRUARY, 1899.

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The steam & electric railways, the steamship, express, telegraph & telephone companies in Canada are large buyers.

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NEXT ANNUAL MEETING at Toronto, Sep. 20, 1899.

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NEXT ANNUAL MEETING at Winnipeg, Oct. 13, 1899.

bec Ry. Co. before the completion of that Co.'s line. On the completion of the O. & Q. Ry. it, along with the Credit Valley & Toronto, Grey & Bruce, became a part of the C.P.R. system, & was designated the Ontario Division. Mr. Whyte being appointed General Superintendent of it in Aug., 1884. In May, 1885, he was appointed General Superintendent of the Eastern Division, in addition to the Ontario Division, with headquarters at Montreal, continuing to control the two divisions until, in

1886, he was transferred to Winnipeg as General Superintendent of the Western Division, in the administration of which he met with such marked success that, in May, 1897, he was appointed Manager of all the Co.'s lines from Fort William on Lake Superior to the Pacific Coast.

## RAILWAY PROJECTS.

**Algoma Central Ry.**—H. C. Hamilton, Sault Ste. Marie, Ont., gives notice of application to Dominion Parliament, for power to build from Sault Ste. Marie, Ont., to the Michipicoton River, thence northerly to the C.P.R. main line & southerly to Michipicoton harbor.

**Ashcroft to Yukon.**—Blake, Lash & Cassels, solicitors, Toronto, give notice of application to Dominion Parliament for an act authorizing the building of railway, telegraph & telephone lines from or near Ashcroft, B.C., to Dawson City, Yukon, & thence to the International boundary, & branch lines of telegraph & telephone from points on the main line to other points in B. C. & Yukon.

**Brandon & Southwestern Ry.**—J. S. Ewart, Winnipeg, gives notice of application to Manitoba Legislature for an amendment to this Co.'s act, authorizing it to construct a line from its projected line in township one or two, westerly to the western boundary of Manitoba.

**Bruce Mines & Algoma Ry.**—Hearst & McKay, Sault Ste. Marie, Ont., give notice of application to Ontario Legislature for power to build a line from Bruce Mines, northerly to the Rock Lake copper mines, in Coffin township, thence northerly 30 miles, to be operated by steam or electricity, & to construct branch lines not over 12 miles long.

**Buffalo & Fort Erie Bridge Co.**—F. W. Hill, solicitor, gives notice that this Co. will apply to Dominion Parliament to revive & amend its act of incorporation, to extend the times for the commencement & completion of its undertakings, & also to extend the limits within which the bridge or tunnel & connecting line of railway may be built, & to change certain of the incorporators.

**C.P.R. Western Division Branches.**—The Co. will apply to Dominion Parliament for an act authorizing it to build a line from the north terminus of its Stonewall Branch, in Manitoba, to the west shore of Lake Winnipeg between Gimli & Arnes; and also a line from a point on the one last named, to the east shore of Lake Manitoba, between Marsh Point & the north boundary of township 25; & also a line from Reston, on the Souris Branch, to the Moose Mountain District, thence to or near Regina.

**Central Counties Ry.**—Chrysler & Bethune, Ottawa, give notice of application to Dominion Parliament for amendments to this Co.'s acts, authorizing it to construct sec 2 of the railway from Hawkesbury, Ont., to connect with the Rockland branch of the Canada Atlantic, in Cambridge township. The C.C. Ry. Co., formerly the Prescott County Ry. Co., is leased to the Canada Atlantic. The proposed line from or near Casselman, in Cambridge township, to Hawkesbury, is to connect with the Great Northern Ry., now partly built between Quebec & Hawkesbury, (Jan., pg. 11).

**Copper River & Yukon.**—A bill has been introduced in the U.S. Congress to grant this Co. right-of-way & a subsidy of \$16,000 a mile for a railway in Alaska, from Valdes Inlet through the pass & along the mountains to the Copper River bottoms; thence up the west bank of the river to Siahna River & Mantasta Lake; thence through Mantasta Pass to the Little Tokio River, down the left branch & up the right; thence to & up Copper Creek as far as the mines extend. It is provided

that a branch line shall be built from east of Mantasta Pass down some stream to the Yukon River or the Canadian boundary. The projectors are C. C. Gilman, of Marshalltown, Iowa, & others.

**Dawson City.**—Eberts & Taylor, Victoria, B.C., give notice of application to Dominion Parliament to incorporate a company to build a railway from Dawson City to the forks of Eldorado & Bonanza Creeks, & from Dawson City to the divide or head of Dominion & Sulphur Creeks, with power to build branch lines therefrom not exceeding in any one case 30 miles in length.

**Edmonton Belt Line.**—Lougheed & Bennett, Calgary, give notice of application to Dominion Parliament for power to build a railway or tramway from Edmonton or South Edmonton, Alberta, by way of Clover Bar & Fort Saskatchewan to Victoria, thence by Beaver Lake to South Edmonton.

**Edmonton to Peace River.**—G. E. Kidd, solicitor, Ottawa, Ont., gives notice of application to the Dominion Parliament for the incorporation of a company to build a railway from or near Edmonton, Alta., via Athabasca Landing & Lesser Slave Lake to Peace River; also to own vessels & navigate the Athabasca River from Athabasca Landing to the mouth of Little Slave River & up the same into & through Lesser Slave Lake, & for other purposes.

**G.T.R. & St. John. N.B.**—A Calais, Me., paper recently stated that a movement was on foot to build a connecting line between the Washington County Ry. at Ellsworth & the G.T.R. at Lewiston, Me., so as to give the G.T. connection with St. John N.B. The route talked of is via Buckport to Augusta, thence to Lewiston, & would require the building of about 100 miles of line. We are officially informed that, while there has been a good deal of newspaper talk about the matter, the G.T.R. management has taken no interest in it.

**G.T.R. & Ottawa.**—There has been a good deal of newspaper talk about the likelihood of the G. T. R. building from Kingston, Ont., via Smith's Falls & Richmond to Ottawa. We are officially informed there is no truth in the rumor that the Co. is contemplating the construction of such a line.

**Hamilton & Caledonia Ry.**—W. Anderson, Hamilton, is secretary of this proposed Co., particulars of which were given in our Nov. issue, pg. 274. If the charter is granted by the Ontario Legislature it is said to be the intention to build the line between Caledonia & Hamilton, 14 miles first, and then 12 miles further to Cayuga.

**Klondike City Belt Line.**—MacCracken, Henderson & McGiverin, Ottawa, give notice of application to Dominion Parliament for power to build a railway or tramway from Klondike City along Klondike River to Bonanza Creek, along Bonanza Creek to the Divide, across the Divide to Dominion Creek, along Dominion Creek to Indian River, along Indian River to Yukon River, & along Yukon River to Klondike City. Also to construct branch lines on Hunker, Bear, Quartz, Sulphur Creek, Eldorado & other creeks.

**La Chute aux Iroquois to Lake Temiscamingue.**—T. P. Foran, Hull, Que., gives notice of application to Dominion Parliament for power to build a line from La Chute aux Iroquois, Labelle county, to Lake Nominique, thence to Lake Temiscamingue.

**The Lindsay, Haliburton & Mattawa Ry.** Co. will apply to Dominion Parliament for an extension of the times limited for the commencement & completion of its line.

**Manitoba.**—T. L. Metcalf gives notice of application to Manitoba Legislature to incorporate a company to build a line from a point between the Red River & the 1st Principal Meridian in Manitoba, on the International