

RAILWAY LIFE

A MONTHLY JOURNAL
CANADIAN

DEVOTED TO
RAILWAY INTERESTS

Vol. II.]

TORONTO, ONT., MARCH, 1887.

[No. 3.

CONTENTS.

Two Lines to the Sault	33
Railway Items	33
Personal	34
Construction	31-35
The Disallowance Question	35
Railway or Railroad?	35
West India Trade	35
EDITORIALS:	
The Sault Connection	36-37
The Race to the Swift	37
The Globe Special	37-38
Editorial Notes	38-39
The Wiscasset & Quebec	39
Railway Bills before the Legislation	39-40
Society of Civil Engineers	40
The St. Lawrence Route	40-41
Snow Sheds in the Selkirks	41-42
A Popular Superintendent	42
The Location of Railways	42
Stock Jobbers at Work	42
Railway Service	43
Mechanical	43
Benevolent Societies	44
Advertisements	45-48

TWO LINES TO THE SAULT.

WE take advantage of an unexpected delay in the closing of the forms to note the passage of the Ontario & Sault Ste. Marie Railway Company's Amendment Bill in the Railway Committee of the Ontario Legislature, under an agreement with the Canadian Pacific. The decision of Vice-Councillor Ferguson in the preliminary case brought against the Canadian Pacific was in favor of the Ontario & Sault Ste. Marie Company. A conference of leading representatives of the latter company, and Mr. Van Horne, on the part of the Canadian Pacific, resulted in an agreement, under which the advantages of the line, located by the Ontario & Sault Ste. Marie, will be open in part to the Canadian Pacific. Where difficulty arises in securing full width of way for two lines, owing to the natural obstructions, Mr. Walter Shanly, C. E., or an

engineer appointed by him, if he cannot act, shall be called upon to arrange for room for the two lines, with power to divide the cost of work thus rendered necessary, as seems fair to him. In reply to a question by a member of the committee, Mr. Bell stated that the work on the Grand Trunk extension had been begun under this Ontario & Sault Ste. Marie charter, and that it would be pressed forward as soon as arrangements could be made to that end. There was no need to push the work to the Sault before American lines were ready to connect, but the Grand Trunk was desirous of reaching the Sault, and the work would not be unnecessarily delayed.

THE *Parthia*, the *Batavia* and the *Abyssinia*, of the Cunard Line, will hold the route between the Canadian Pacific, western terminus, and China and Japan until new steamers are built. The vessels will run monthly for the present.

THE submarine tunnel between New Brunswick and Prince Edward Island not having materialized yet, communication is still kept up by boats. This winter the communication has been maintained with great regularity, the boats making trips daily with the exception of two days which were too stormy to justify the crews in starting out with the boats.

A SAMPLE "wave breaker" for spreading oil on the ocean has recently been sent to the Hydrographic Office from Copenhagen. It consists of a conical shaped canvas bag fitted with a metal top and metal apex in which there is a small sieve. Oakum is loosely stuffed into the lower part of the bag, and the oil soaking through drops out of the sieve. The English channel fleet was recently provided with a number of these bags while at Copenhagen, and they have been introduced into the Italian navy.

"I've heard all the stories of long telegraphic circuits," said a postal telegraph operator at Buffalo, "and in my time I've worked some pretty long ones myself, but I've never heard of anything that equalled one that we had this afternoon. Our people are building a line from the terminus of the Canadian Pacific to Frisco, and I heard Vice-President Henry Rosener talking with President Chandler in his office in New York city. Mr. Rosener was in New Westminster, which is on the Pacific coast, just opposite Vancouver Island, so they were talking across the continent. By that route it is about 3,000 miles, for the wire was made up via Buffalo, Toronto and the Canadian Pacific. Every few minutes I could hear Medicine Hat chip in, and all along the circuit the operators were 'on.' It was a wonder to everybody, and the instruments were working as clear as a bell on that long copper wire."

THE following despatch from New York appeared in the daily papers of 14th inst:—An immense iron combination is being formed here which aims at nothing short of owning and controlling all the known valuable iron deposits of Canada, now being ascertained to be the richest iron country in the world. The Central Ontario Railway, which runs from Trenton, on Lake Ontario, through the central part of Canada and all the iron interests connected with it are to form part of this scheme. The road is to be extended 150 miles through the heart of the iron district to a junction with the Canadian Pacific Railway at Lake Nipissing. The capital of the company is to be ten millions, more than two-thirds of which are already pledged. The syndicate, it is said, will own more than a hundred different properties at various points in Canada, and a mineral development even greater than that on Lake Superior is predicted. Among the principal movers in the matter are Senator Payne, Stephenson Burke, S. J. Ritchie, all of Ohio; James McLaren, of Ottawa; Erastus Wiman, A. B. Boardman, and other prominent parties in New York.