

south would be 20 ft. per mile, and going north 26 ft. per mile, with practically no curves except on the watershed, & that the construction would be easy. In a pamphlet recently issued he says the line would, however, be more costly than an ordinary railway, "as the heaviest rolling stock now in use will be employed." If this is so why should the line cost more than lines on which such rolling stock is now used? He continues: "The rails will be 100 lbs. to the yard * * * with locomotives weighing from 220,000 to 250,000 lbs., & steel hopper cars carrying 60 or 100 tons." He estimates the cost of a single-track line at \$3,000,000, double-track \$5,000,000. The Co. has applied to the Dominion Government for aid.

Labelle to St. Ignace du Nominique.—The Northern Colonization Ry. Co., incorporated at the last Dominion Session, has organized by electing the following:—President, Hon. J. D. Rolland; Vice-President, H. Chauvin; other directors, J. d'Halveywn, E. J. Ramboth, H. Lefebvre, C. B. Major, M.P. P.; Secretary, E. Rodier. The distance between the points above mentioned is 24 miles, & we are informed it is hoped to build the line next year. It would connect with the C.P.R., which reaches Labelle from St. Therese Jct., 19.8 miles from Montreal, by a branch of 80.5 miles. Of this branch about 70 miles from St. Jerome to a point beyond Labelle was built as the Montreal & Western Ry., & was worked for a number of years by the C.P.R. for a percentage of earnings. In 1896 the C.P.R. bought the M. & W. Ry., to be paid for in 30 annual instalments of \$30,000 each, representing principal & interest, which is about equivalent to the purchase of the line at \$6,000 a mile.

Lewes River to Takhina River.—Lewis & Smellie, Solicitors, Ottawa, give notice of application to the Dominion Parliament to incorporate a company to construct a railway or tramway from Fifty-Mile or Lewes River at or about 25 miles below the northerly end of Lake Marsh, Yukon, following approximately the course of the river on either side thereof, to or near the mouth of the Takhina River, with power to construct & maintain branch lines not exceeding 10 miles in length to mining properties in the vicinity of a creek situate about 6 miles southerly from the mouth of the Takhina River, & for other powers.

Lindsay, Bobcaygeon, & Pontypool.—The Dominion Parliament having at its last session re-voted the subsidy for 40 miles of line between Pontypool & Bobcaygeon, Ont., the directors of the Co. are taking steps for the early submission of bonus by-laws in the municipalities interested. Lindsay will probably be asked for a bonus of \$25,000. In the municipality of Ops, where a by-law was defeated some years ago, opinion is said to have changed in favor of the scheme. Lindsay papers support it on the ground that it will give the town C.P.R. connection.

The Morris, Portage & Midland Ry. Co. was incorporated at the last session of the

Manitoba Legislature to build a railway from Morris, on the Red River, 42 miles south of Winnipeg, to Portage la Prairie, with a branch from the main line, in township 6, range 10 west, to Carberry, Neepawa & the western boundary of the Province, also a branch from the starting point at Morris to the eastern boundary of the Province in township 10. It is said that steps are being taken to organize the Co., & that a preliminary survey is contemplated.

Ottawa to Brockville.—G. E. Kidd, solicitor, Ottawa, gives notice of application to the Dominion Parliament to incorporate a company to construct & operate a railway either by steam or electricity from Ottawa, Ont., to or near Brockville, & expropriate & acquire lands & water-power & construct & develop water-power for the purpose of generating electricity along the line of the railway, or elsewhere, with power also to construct & operate a ferry on the River St. Lawrence, between Brockville & Morristown, N.Y., & there connect with the U. S. system of railways, & to acquire & maintain docks, wharfs, piers & elevators on the River St. Lawrence, at or near Brockville, & for other purposes.

Ottawa-Hull Bridge.—Perkins & Fraser, Solicitors, Ottawa, give notice of application to the Dominion Parliament to incorporate a company to construct & operate a railway & general traffic bridge across the Ottawa River from the City of Ottawa, between the easterly side of Bank St. & the westerly side of Kent St. produced to the river, to some point in Hull, Que., with the necessary approaches from any station which the Co. may erect in Ottawa or Hull for railway, street railway, tramway, carriage, foot & passenger traffic purposes; & for other powers.

Taku Arm to Atlin Lake.—Robertson & Robertson, Victoria, give notice of application to the B.C. Legislature to incorporate a company, with power to construct & operate a tramway or railway from Taku Arm, Cassiar, near where the Atlin River joins Taku Arm, along the northern side of the Atlin River to Atlin Lake, near where the Atlin River flows from Atlin Lake, & for other powers.

Vancouver Island & the Mainland.—Besides the Port Angeles ferry project described in our June issue, the City of Victoria has under consideration three other plans for mainland connection, each involving a large expenditure. The C. P. Navigation Co. has offered a much improved service in return for a bonus of \$250,000. McKenzie Bros., of Vancouver, have made a proposition looking to the securing of 20 minute train service between Victoria & Sidney, & the establishing of an 18 knot ferry between Sidney & Vancouver. A committee of citizens appointed in May to consider what was known as the De-Cosmos scheme, has reported in favor of transcontinental connection via Boundary Bay. The engineer's report, based on an exploration survey, recommends that the Victoria & Sidney Ry. be extended to the most convenient

harbor north of Sidney, & that from this point a passenger steamer & a car ferry steamer be operated to a point on Boundary Bay. From this terminus a line to be built following the course of the Nicomeck River for 12 miles, & making junctions as follows:—With the Great Northern Ry. about 6 miles from White Rock; with the C.P.R. & the Seattle & International at a point on the main line, about 30 miles east of White Rock. This route would pass within about 2 miles of the N.P. terminal at Sumas City, running thence to Chilliwack, through a fine agricultural country. The estimated cost of the enterprise is: Victoria-Sidney extension, \$150,000; ferries, \$200,000; White Rock to Chilliwack road, \$1,509,000. This plan, notwithstanding the large outlay involved, is the favorite in Victoria.

A by-law embodying the Port Angeles proposition has been before the city council for some time, & may or may not come before the people, as certain amendments made in committee are unsatisfactory to the promoters, the amount of subsidy having been cut down by half. As at present amended, the by-law provides for an annual subsidy of \$8,750 for 20 years, being about half the estimated cost of the ferry & terminal facilities at both ends. An important development in this connection is the improvement now being arranged for in the C.P.N.'s Victoria-Vancouver service as a result of C.P.R. President Shaughnessy's recent visit to the coast. The fast str. *Islander* is now being overhauled to go on this route, and will make the daily return trip entirely by daylight. The freight service is also to be improved, though definite plans are not yet announced. It is hardly necessary to say that the C.P.N. Co. is not a part of the C.P.R. system. (Aug., pg. 239.)

Vancouver to New Westminster.—Davis, Marshall & Macneill, Solicitors, Vancouver, give notice of application to the B.C. Legislature to incorporate a company to construct & operate a railway from the line of the C.P.R. in or near Vancouver, to the Westminster branch of the C.P.R. in or near New Westminster.

The Vancouver Northern & Yukon Ry. Co. will apply to the B. C. Legislature for an act extending the time within which it may complete its undertaking, to empower it to extend its proposed railway from or near Vancouver, or some other point on Burrard Inlet, to the north or south shore of the Fraser River near New Westminster, & to change its name to the Vancouver, Westminster Northern & Yukon Ry. Co.

Railway Passes for Bridge Directors.

An important case was tried at Toronto before Chief Justice Meredith, on Oct. 31 & Nov. 1. It was an action by the Niagara Falls Suspension Bridge Co. & the Niagara Falls International Bridge Co., the Canadian & U.S. companies respectively which control the single arch bridge at Niagara Falls, against the G.T.R. Co., to compel that Co. to

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