



Issued the first of every month by C. R. CHISHOLM & CO., Publishers, 1709 Notre Dame Street, corner Place d'Armes Square, Montreal.

Subscription Price, \$2.00 per year, in advance. Advertising Rates made known on application.

The GUIDE will go to press on the 25th day of each month. All matter intended for publication should be in hand not later than the 25th.

Address all communications to C. R. CHISHOLM & CO, P. O. Box 278, Montreal.

MONTREAL, MAY, 1886.

General Railway Information and Editorial Notes.

NOT Owing to our office of publication being inundated, we were unable to make full corrections of all time tables received in time for this month's issue. We ask the forbearance of our patrons and the general public, feeling assured, under the circumstances, same will be courteously extended us.

CANADIAN PACIFIC.—It is stated that the whole line through to the Pacific coast will be open for traffic this month or early in April, and that arrangements have been made for steamship connection with this railway, which will put British Columbia in a position to command the trade of the whole north Pacific coast. Steamship lines will shortly be established between British Columbia and Japan, China, and the Australian provinces.

James Allan has contracted to supply

the Canadian Pacific R. Co.'s air line between Smith's Falls and Montreal with 2,500 telegraph poles and 75,000 fence posts.

—It is stated that the arrangements are being made between the managers of the Michigan Central and Grand Trunk Railway for the granting to the former company of running powers over the London and Port Stanley Road, and that the station will be located south of the Grand Trunk track, between Wellington and Richmond Streets.

—THE Canadian Pacific Railway Company has decided to make an effort to recover the machinery of the steamer *Algoma* which went to pieces on Isle Royal, Lake Superior, last fall. Bids have been asked for, and several American wrecking companies are figuring for the job. The *Algoma* will not be replaced, the company concluding that its other two steamers, the *Alberta* and *Athabasca* will be sufficient.