



SECTION OF G.T.R. STANDARD SURFACE SLAT CATTLE GUARD.

The Red Deer Valley Ry. Co. is applying to the Dominion Parliament to extend the time for the construction of its railway, & with power to extend the line easterly to the Saskatchewan River.

Sudbury & Nipissing Ry.—Notice is given of application to the Ontario Legislature to extend the time for the commencement & completion of this line.

Thunder Bay District.—Application is being made to the Ontario Legislature to incorporate a company to build & operate a railway from Rossport, on the C.P.R., north of Lake Superior, to James Bay, south of Albany River, at or near its mouth, & with other powers.

Toronto & Collingwood.—W. M. Clark, solicitor, Toronto, gives notice of application to the Dominion Parliament to incorporate a company to build a railway from Toronto to Collingwood.

Toronto-Georgian Bay Short Line Ry.—Watson, Smoke & Smith, solicitors, Toronto, give notice of application to the Dominion Parliament to incorporate a company under this name to build a railway from Toronto to Georgian Bay.

Vancouver Island & the Mainland.—No progress has been made in the effort of the people of Victoria to secure improved communication with the mainland. Several schemes have been under consideration, one being a proposal that the city should subscribe for \$500,000 of stock in a company to acquire the Victoria & Sidney Ry., to extend it into the business part of Victoria, & to a convenient port north of Sidney, to establish & operate a ferry system between such extension on the Saanich Peninsula & the mainland of B.C. south of the Fraser River, & to build & operate a railway from such point on the mainland through Delta, Surrey, Langley, Matsqui, Sumas and Chilliwack. A by-law providing for the acceptance of these proposals was voted on by the ratepayers of Victoria on Feb.

28 & defeated by 630 to 221 votes. (Jan., pg. 17.)

Victoria Mines Ry.—Application is being made to the Ontario Legislature to incorporate a company under this name to build a railway in the districts of Algoma and Nipissing, from the northerly part of Denison township easterly and southerly to the C.P.R. about midway between Whitefish & Worthington stations, also from the township of Garson through that township and Blezard township to the Stobie branch of the C.P.R. McPherson, Clark, Campbell & Jarvis, solicitors, Toronto.

Wabigoon, Manitou & Rainy Lake Ry.—Application is being made to the Ontario Legislature to incorporate a company under this name to build a railway from the south eastern end of Minnitakie Lake or Mine Centre, & from the C.P.R. between Dryden & Tache station southerly (east of Manitou Lake), to the Ontario & Rainy River Ry. between Fort Francis & Sturgeon Falls.

Western Alberta.—Application is being made to the Dominion Parliament to incorporate a company to build and operate a railway westward from some point on the Alberta Ry. & Coal Co.'s line between Lethbridge and the International boundary. It is expected that the line will start from Stirling, 19 miles from Lethbridge, so as to serve the Mormon settlements between there & Cardston. E. T. Galt, President of the Alberta Ry. & Coal Co., is the principal applicant.

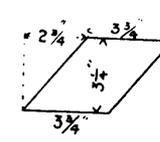
A number of other projects which are already before the Dominion Parliament are referred to under the head of "Dominion Railway Legislation" on page 75.

The Baltimore & Ohio Ry. is to use electrical locomotives on a 17-mile grade up the Allegheny Mountains. They will assist the ordinary locomotives in pulling the heavy freight trains up the steep grade.

Cattle Guards on the G.I.R.

The standard surface slat cattle guard in use on the G.T.R. was briefly described in our last issue. A section and plan are given on this page. The material required for a single track guard is as follows:

4 oak sills 5' 0" x 6" x 1 1/2"; 2 oak sills 4' 6" x 6" x 1 1/2"; 32 oak slats 8' 0" at bottom edge and 7' 4" at top edge x 4 1/2" x 1 1/4" dressed; 64 blocks as per small plan given herewith. The slats are set on edge on the sills & kept in position by the blocks.



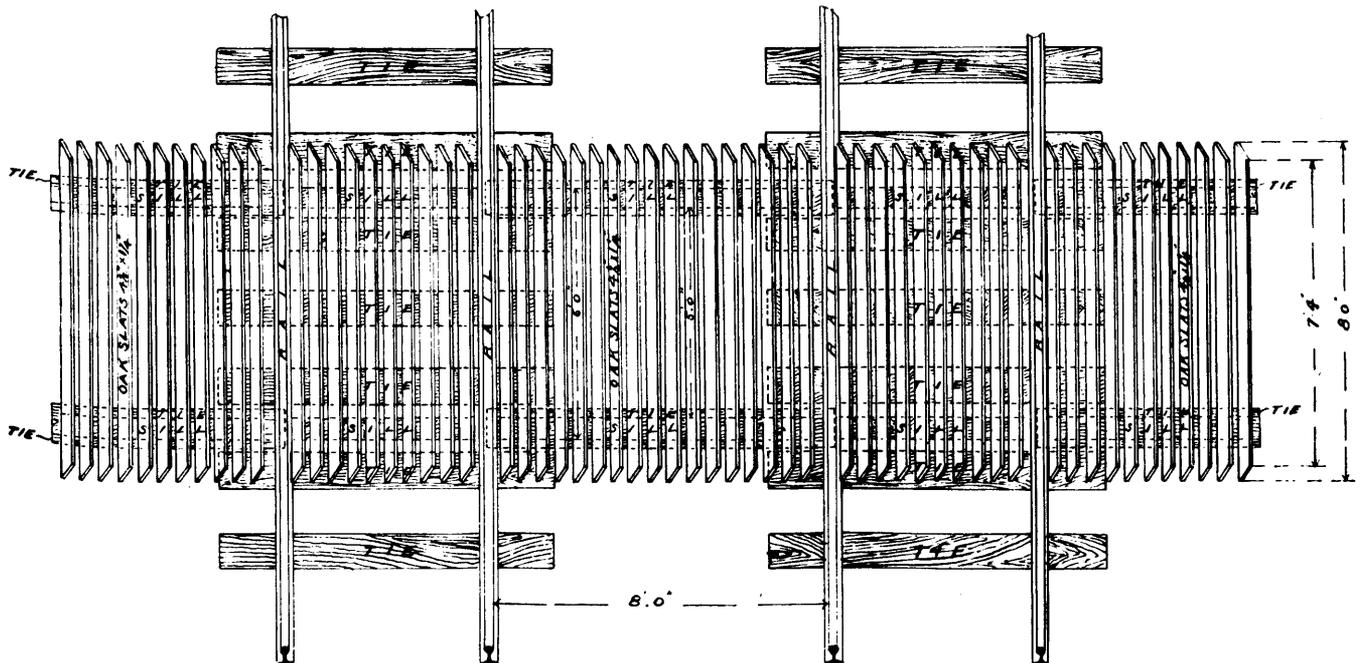
Mr. Reeve's Retirement.

G. B. Reeve, the General Traffic Manager of the G.T.R., will leave the service of the Co. on the last day of April next, & upon the evening of the following day he will enter upon a new life which he has been planning for the last twenty years. It will be spent amid orange groves & grape fruit, in a temperature which will be equable the year round, & in an environment which will realize an ideal he has long cherished.

"How does it feel for an active man to be out of harness?" Mr. Reeve echoed the question which a reporter put to him.

"Well," said the able railway man with a smile, "I do not know as yet for an actuality, yet I can figure what it will feel like. Not a few of my friends have said, 'You are making the greatest mistake of your life in retiring from active service. You will go away for a year or two & you will collapse, for you will have no interests to sustain you, & you will sink into a wretched torpidity.'

"Well, but I have planned it differently," said Mr. Reeve, with quiet confidence. "I have been thinking it out for over 20 years, & now I am about to realize it. I want to



PLAN OF G.T.R. STANDARD SURFACE SLAT CATTLE GUARDS.