

RAILWAY NOTES.

Mr. Sloan, of Chicago, has been granted a franchise for an electric railway at Stratford.

The Nova Scotia Steel and Coal Company have purchased two new locomotives for work on their road in Cape Breton. They are named John F. Stairs and Senator McGregor.

Two monster freight sheds are to be built by the C.P.R. at Winnipeg, one 1,224 feet, the other 608 feet in length. New roundhouses are being built at Winnipeg, Brandon, Moosejaw, Swift Current and Ignace.

A complaint having been made that alien engineers are being employed on the Grand Trunk Pacific surveys, Judge Winchester, of Toronto, has been commissioned by the Dominion Government to enquire, and has entered on an investigation.

The Tilsonburg, Lake Erie and Pacific Railway has a project on hand for an extension north from Ingersoll. Whether it should go north to Stratford by Embro or through Woodstock to Berlin has not been decided. It is possible the C.P.R. may obtain control.

Building operations in the burnt district in Toronto are being retarded by the application of the Grand Trunk for power to expropriate some of the property south of Front Street for new tracks. It is possible the Union Station may be greatly enlarged, or perhaps an entirely new station built.

The C.P.R. will spend about \$30,000,000 this season. Some \$10,000,000 will be required for North-West terminals, hotels, stations and the like, and the improvements at Montreal, Winnipeg, and Vancouver, the building of five hundred miles of new road in the North-West, the carrying out of the irrigation scheme, and the addition to equipment will take up the rest.

A bill before Parliament empowers the Guelph Junction Railway, which is owned by the city of Guelph, to extend its line westward to Goderich, with branches to St. Mary's and Clinton, via Stratford. The bill gives the owners authority to enter into an agreement either with the C.P.R. or the Guelph and Goderich Railway for the construction and sale of the proposed Goderich extension.

The first eight of twenty-five of a new type of tourist cars have been placed by the Canadian Pacific Railway Co. between Boston, Montreal, Toronto, and Vancouver. They are the handsomest tourist sleepers ever built, and are highly creditable to the C.P.R. Company's shops, Montreal, at which they were constructed. They are 72 feet long, and contain fourteen compartments, seating fifty-six passengers. They have complete kitchen and toilet arrangements, and spacious smoking-rooms. The seats are so constructed as to leave ample room beneath them for hand baggage. With the exception of being upholstered in leather instead of plush or velvet, and with interior fittings of birch instead of mahogany, they might easily be taken for first-class sleepers.

Alexander McKenzie, professional beggar, who was once an electrical engineer, has invented a successful device for the protection of the third rail on the elevated tracks in New York, and will, it is believed, receive the prize of \$100,000 offered by the Interborough Company for that achievement. For several years he has been a conspicuous figure on the platforms of the elevated stations. He has but one leg, and always sat on the floor, with his crutches lying in his lap, and his hat stretched out for coins. At intervals he would be arrested and sent to jail, where he was always a welcome prisoner, for his mechanical genius found great opportunity about the shop and buildings. During his periods of confinement he perfected the models for protecting the third rail, and distrustful of every person who attempted to examine them, finally called upon the Charity Organization for help. The officials at once took charge of the matter, and are pushing his claim.

The first railway in Iceland will probably soon be begun by an English company recently formed for the purpose of working the sulphur mines at Theisstareykir, in the north of Iceland. The mines are about seventeen miles from Huavik, the nearest harbor, to which the proposed railway will run.

The C.P.R. has given orders for five large steam shovels, and fifty ore cars. The former are to be made outside the company's works, the latter will be built at the company's own shops. The consolidated shops, when completed, will be able to build all the company needs in engines, passenger and freight cars.

The Kingston Locomotive Works have sent to the St. Louis Exposition an engine it has built for the Prince Edward Island Railway. Though small, it is said to be the best piece of workmanship ever turned out by the works. Several others like it are to be built. The works are installing a hydraulic riveting and flanging plant. It comprises a riveting machine of 150 tons pressure, a hydraulic frame, accumulator, flanging press and all the necessary pumps, etc. It will be one of the largest plants of its kind in the world. It is furnished by the Chambersburg, Pa., Engineering Co.

City Solicitor Mackelcan, of Hamilton, has a plan to do away with the constant complaints about the noise and dirt created by railway companies in shunting and switching trains. It is to have the railways substitute electric power for steam in moving freight cars within the city limits. The proposal was made some time ago, but was considered impracticable because of the lack of electric power, but the Cataract Company is in a position to furnish all the power required, and the City Council may ask the Railway Commission to pass an order requiring electric power to be used instead of steam.

The Central Trunk Railway Co. is applying for incorporation at Ottawa to build a road from Gaspé to the Georgian Bay. Their proposal is to build from Gaspé Basin to Paspébiac, to buy out the Atlantic and Lake Superior line, thence to Metapedia, to build an airline from Metapedia to Rivière du Loup, saving seventy miles over the Intercolonial route. They would use the I.C.R. from Rivière du Loup to Lévis and the Great Eastern and Montreal and Sorel lines thence to Montreal, build a new bridge at Montreal, and either buy or build to the Georgian Bay. Their idea is to open up a large shipping business at Gaspé Basin, which is open to navigation ten months in the year.

The C.P.R. caused a mild surprise within the past month by setting a large number of men at work grading an extension from Sudbury to Toronto. The survey for the extension was made by the C.P.R. seven or eight years ago, and provides for a line running south-easterly from Sudbury through the Nipissing District, touching Byng Inlet, Parry Sound, Bala, and Barrie, and south-westerly to Kleinburg, a station on the Owen Sound branch, twenty-one miles from Toronto. The distance is about 200 miles. It is thought action has been taken at this time to forestall Mackenzie and Mann, who purpose building the James Bay road from Toronto north to connect with the Canadian Northern, but this the C.P.R. authorities deny, and say their purpose to build the Sudbury connection has been announced for a long time. Mackenzie and Mann allege that the C.P.R. people have allowed their charter to lapse, and that they cannot build without securing a special Act of Parliament similar to that held by the James Bay Co. The C.P.R.'s claim is that it can build under that clause in the charter which permits it to build a branch from the main line to any point in Canada. The road will be an expensive one, as it passes through a rough Laurentian country, but there is no thought of asking for any assistance from either the Provincial or Federal Government. There is now imperative reason for the C.P.R. to build this independent connection, owing to the Grand Trunk Pacific being undertaken. Mr. Mackenzie declares emphatically that, whether the C.P.R. goes on or not, the James Bay line will be built, and that it will be begun at once. It will probably pass to the east of Lake Couchiching.