

The St. Thomas yards are being considerably enlarged in order to accommodate the increased traffic, since the Pere Marquette Rd. acquired the line. A through Y connection with the M.C. Rd., is to be laid down with an electric signalling system governing the same. The yard at Sarnia is being enlarged, and the crossing places along the line are being lengthened.

With respect to passenger business negotiations are reported to be in progress with the G.T.R. looking to the joint handling of the L.E. and D.R. Ry. and the G.T.R. business at the G.T.R. station in St. Thomas, and if the arrangement is made the L.E. and D.R. Ry. station will be moved further south and used for freight business exclusively. (Feb., pg. 41.)

L'Amable to Mayo Township.—We were advised, Feb. 12, by an officer of the Mineral Range Iron Mining Co. (Ltd.) that it was intended to apply for the incorporation of a company to construct a railway from L'Amable station, on the Central Ontario Ry., east and north to the mining property, which is from four to seven miles from that place, and thence to a point on the route of the projected extension of the Irondale, Bancroft and Ottawa Ry. No engineer has been appointed to make surveys, but the Co. hopes to be in a position to commence work in the spring. (Feb., pg. 41.)

Manitoba Lines.—Application will be made at the current session of the Manitoba Legislature for the incorporation of a company to construct the following lines: from Winnipeg to Gretna, with a branch from Plum Coulee to Brandon; from Winnipeg via Tyndall to the mouth of the Winnipeg river; from Winnipeg to Brandon, thence southerly to the International boundary, with a branch from Elgin via Hartney and Virden to the western boundary of the province, and another branch from Deloraine to the western boundary of the province; from Carman to Portage la Prairie, to Lake Winnipegosis; from Gretna to Crystal city, thence to Elgin, with a branch near tp. 4 to the western boundary of the province; from Carberry southerly to the International boundary; from Carberry to Neepawa, to the westerly boundary of the province, with a branch from Neepawa northwesterly; from Carberry via Morden to the International boundary; from Carberry to Rapid City and thence to the western boundary of the province; from Brandon to Baldur; from Plum Coulee easterly to the Lake of the Woods; from Winnipeg to a junction with the last mentioned line, and thence to Emerson; from Winnipeg to the narrows of Lake Manitoba, thence to Lake Winnipeg. Hon. T. M. Daly, Winnipeg, is solicitor for the promoters.

Application will also be made at the current session of the Manitoba Legislature for the incorporation of a company to construct the following lines of railway: from Sperling on the Canadian Northern Ry., southerly and easterly to Morris, thence to a point on the C.N. Ry. between St. Ann and the International boundary; from a point on the old Northern Pacific Ry. line between Winnipeg and Portage la Prairie westerly to Brandon; from near Swan river on the Canadian Northern Ry. along the valley of the Swan river westerly to the provincial boundary; and from near Greenway, on the old Northern Pacific Ry. southerly to tp. 1 range 17, west of the principal meridian. Munson and Allan, Winnipeg, are solicitors for the applicants. They are also the solicitors for the Canadian Northern Ry.

Midland Ry. of Manitoba.—The re-entry of the Northern Pacific Ry. into Manitoba will be effected, if the application for incorporation passes the Manitoba Legislature, under this title. The incorporators and provisional directors named in the bill are: C. S. Mellin, President, Northern Pacific Ry., St. Paul, Minn.; H. P. Upham, President, First

National Bank of St. Paul; C. E. Hamilton, St. Paul; J. S. Ewart and J. Fisher, of Winnipeg. Mr. Hamilton has had several interviews with the Manitoba Government in reference to the bill, and on Feb. 23 said that the Government had promised to consider the bill as quickly as possible, and would give facilities for getting it passed. While the company wished to have the act passed as speedily as possible it did not want to have any undue haste about it, and wished to let the public understand just what it was proposed to do. No conditions are attached to the bill, all that the promoters desired being what other applicants for railway charters were allowed. In another interview Mr. Hamilton stated that Duluth would be the terminal point of the line, and that it would be reached over the Northern Pacific Ry. Co.'s lines. The projected railways as set out in the notice of application are: from Winnipeg to Emerson; from Winnipeg to Beausejour and to Fort Alexander at the mouth of Winnipeg river; from Winnipeg to the western boundary of tp. 9, range 15, thence via Brandon and Souris to the westerly boundary of the Province; from Emerson to Lake Winnipegosis, via Carman and Portage la Prairie; from Emerson to the westerly boundary of the Province, via Crystal City and Lauder, with branches to the southern boundary of the Province; from Morden southerly to the International boundary, and northwesterly to Carberry, thence via Neepawa to the northern boundary of the Province, and via Rapid City to the western boundary of the Province, and from Brandon to the International boundary.

One press report states that 2,500 miles of railway are contemplated by the company, and another puts the mileage projected at 800. (Feb., pg. 43.)

On returning to Toronto Mar. 2 from England, President W. Mackenzie, of the Canadian Northern Ry., said in an interview in the *Globe*:—"The Northern Pacific Ry. does not propose re-entering Manitoba with new lines. I have been assured of this. I saw J. J. Hill in New York, and he said he was not going into Canada. Mr. Hill has always said that he did not want to build into Canada; that he had his own territory. The Vice-President of the Northern Pacific told me that the matter of building into Manitoba had not even been considered by the road." In answer to a further question Mr. Mackenzie said the people who were applying for a charter in Manitoba were "private parties." It is significant, however, that one of them, C. S. Mellen, is President of the Northern Pacific Ry.

Temiskaming and Northern Ontario Ry.—The commissioners were notified that the Algoma Steel Co. would not be in a position to fulfil its contract to deliver the steel rails required for the first 60 miles of the railway, and new tenders were asked for. As a result a contract has been let to Jas. Cooper, of Montreal, for 8,200 tons of 80 lb. English steel rails at \$28.85 a ton delivered at North Bay. A contract for fish and tie plates has also been placed.

The location is being revised between the 60th and 70th mile, a new route of easier curvature and gradients having been found. The following additional sub-contracts have been let: mileage 46 to 49, J. Sherwood, who has again sublet it; mileage 49 to 54, Murdock Bros.; mileage 54 to 60, Donovan and Doheny. These two latter firms have completed the former contracts let to them. (Feb., pg. 47.)

White Pass and Yukon Ry.—We are officially informed by the press reports that the Co. propose to construct a line from Dawson through Fortymile to the U.S. boundary line, are absolutely without foundation. The Co. has no intention of extending its railway line beyond Whitehorse.

Miscellaneous Notes.

The Recorder of Montreal has decided that the Montreal Street Ry. Co. may sidetrack or turn back a car before it has reached the end of its route, thereby compelling passengers to dismount and take the next car, provided transfers are given.

The Canada Railway News Co., lessee of the news privileges on the G.T.R. lines east of the Detroit and St. Clair rivers, has bought out the Central News Co., of Durand, Mich., which operated on the lines west of the rivers. This gives the Canada Railway News Co. the privileges over the entire G.T.R. system. F. Knowllys has been placed in charge of the western lines business, with office at Durand, Mich.

The Pere Marquette Rd. is operating the car-ferry International between its terminal at Port Huron, Mich., and the terminal of the Lake Erie and Detroit River Ry. at Sarnia, Ont., and is receiving freight and empty cars at Buffalo and Suspension Bridge, consigned via Michigan Central Rd., St. Thomas and Pere Marquette system. A press report states that the passenger trains of the Co. will enter Canada via Detroit and not via Port Huron.

Mackenzie, Mann & Co. have secured a valuable concession in Venezuela, South America. The concession covers what is known as the Orinoco tract, an area of about 11,000,000 acres, in which are forests of mahogany and other valuable woods, gold and copper mines, asphalt deposits and valuable water powers. Several attempts have been made by the original holders of the concession to have the lands developed, but they were hampered by law suits, as to title, etc., and no practical work was done.

The C.P.R. recently reported to the Italian Immigration Aid Society of Montreal that it would need during the coming season 5,000 Italian laborers, and the G.T.R. informed the Society that it would employ whatever Italian laborers it required through it. The Society is endeavoring to ascertain the number of Italians in Canada without employment, and to place them in work, and to make representations to the Italian Government as to the number and class of Italian immigrants required in Canada in the future.

The C.P.R. has purchased the patent rights for Canada covering a system of utilizing acetylene gas for lighting cars, the inventors of which were M. Toltz, late Mechanical Engineer of the Great Northern Ry., U.S.A., and A. Lipschutz, of St. Louis, Mo. This system differs from other systems of acetylene gas lighting in that the cylinders and piping in which the gas is stored and carried are fitted with fusible plugs, which at a certain temperature open and allow the contained gas to escape, rendering it practically impossible for the cylinder to explode when subjected to fire. It is the C.P.R.'s intention to at once proceed with the erection of plants and the equipment of its passenger rolling stock with this system of lighting. It is probable that the Safety Car Heating and Lighting Co., which controls this system of lighting in the United States, will furnish the equipment to be placed upon some of the cars. It is expected that during the coming season all the Co.'s passenger cars in service between Chicago and St. John will be equipped.

The development of power on the Canadian side of Niagara Falls is being undertaken by three companies. Two companies are at work excavating for their wheel pits and power houses, and the Queen Victoria Niagara Falls Park Commissioners have had before them the application of the third company. This company desires to develop 145,000 h.p. for delivery in Toronto and other points in Ontario. In Toronto the power would be used by the Toronto Ry. and the Toronto Electric Light Co. Among the pro-