

They base their claims not merely on the importance of the road but upon the fact that the crown lands of Parry Sound yield in the shape of timber dues large revenues to the Provincial treasury and that the district has never received any fair return, while the older counties that give nothing to the Province directly have, in very many cases local railways subsidized by the Province. Judge McCurry, Mr. Wm. Beatty, Mr. Ireland, and other promoters of the road have been in Toronto personally urging attention to the claims of the project. The Province, since the Dominion assumed control of Provincial railways, has not granted bonuses, but it is not impossible that an exception will be made of this case. The road will run from Parry Sound to some point on the Northern Pacific Junction and will furnish a much needed link of communication not only for the lumbermen and farmers of the district but for the constantly increasing number of summer tourists who seek the Georgian Bay as one of the most delightful places of rest on the continent. The promoters say that with fair support from the Province they can have the road running in less than a year.

RAILWAY LIFE, desirous of being identified in the minds of railway men with study and self-improvement, submits to its readers a special proposal. If the members of any organization will secure among themselves or outside their membership twenty subscribers to this journal and will send \$20 to pay the subscriptions in advance for one year, we will send to their secretary a copy of Webster's Unabridged Dictionary. This work has been well called "a library in itself," it is one of the most comprehensive, accurate and instructive compilations ever read. There is no subject on which it does not throw light, and on many it furnishes the most complete and authoritative information within the covers of any book. A new feature of the work is a pronouncing gazetteer of the world, containing over 25,000 titles briefly describing the countries, cities, towns and natural features of every part of the globe. No man who reads can afford to be shut out from access to a good dictionary, and if Webster's Unabridged has a place in the meeting room of the division, lodge or assembly every member will have an opportunity of consulting it. If any of our readers is

ambitious to possess this work we will send it to him if he will get up a club of twenty members.

THE effect of the Inter-State Commerce Bill upon American railways cannot be bad if it does not injure those who have *bona-fide* money interests at stake or those who draw no more than fair pay for actual work in operating. Though the new law may prevent the acquirement of control of roads by inflated and unjustly appropriated stock, and thus injure the business of stock-gamblers and corporation-wreckers, that is nothing for genuine railway men or genuine inventors to feel sorry about. That this is likely to be the effect is indicated by the opinion of the *Railway Times*, of London, England, a journal published mainly in the interests of railway shareholders in Great Britain. Speaking before the new law was signed by the president the *Times* gives the following opinion, evidently after careful consideration:

The Inter-State Commerce Bill, should it become law, will of course prevent pooling or special preference contracts of any sort on tariff rates throughout the United States and it will regulate many oppressive abuses. Now, as without this Bill, and only a possibility of its passing in sight, prices have tumbled to what they are, what will be the figures when it really does step in and take control? Naturally one would say, down, down, down. We say no. Should it become law—and, we repeat, some such is bound to prevail in the immediate future—it would be the dawning of better days for American stocks. Wholesome business laws would then take the place of rapscallion methods that change with the pocket interests of the controllers of railways. The railways would be brought within the full and benign influences of the general laws of commerce, and the result would be the sweeping away of rubbish, the assumption of legitimate market values for properties, and the building up of the same from this newly created and much-wished-for foundation. We say pass the Bill by all means.

THE WISCASSET AND QUEBEC.

It is not often that so plain and convincing a statement of advantages to be reaped is given to the public as is to be found in a pamphlet issued by the company which has in hand the Wiscasset and Quebec scheme. This road proper, is chartered from deep water at Wiscasset, Me., to the boundary line at Quebec Province, where connection will be made with the Point Levis and Kennebec for Point Levis opposite Quebec City, the whole distance by the route selected being 241 miles. Of this distance a portion is already covered by existing roads, so that there remain to be built

only 167 miles. This project has been agitated by different people in former years, but not until now has there been definite reason to expect success. But Wiscasset claims to be the best harbor on the coast, not excepting New York, Halifax or any other established port and the best point for the Atlantic terminus of the Canadian Pacific. In proof of this there is a mass of expert testimony given in the pamphlet referred to, the statements being clinched and verified by a copy of that part of the authorized nautical chart which takes in Wiscasset, its approaches and surroundings. The necessary depth of water for the great vessels of to-day is found together with absolute freedom from ice and storm. The sailing distance to Liverpool is 150 miles greater than from Quebec, but the advantages of the port, it is said, more than counterbalance this. It is 250 miles nearer from the North-West to Liverpool by way of Wiscasset than by any route connecting with New York. This includes the American as well as the Canadian North-West, for the Sault Ste. Marie Line now so rapidly advancing to completion will deflect the trade by way of the Sault instead of by Chicago. Besides the through trade the new lines will open up a rich and important country in Quebec and Maine, which is already in a position to furnish a great deal of traffic and the possibilities of which are well nigh boundless. The enthusiasm shown by the promoters of this line is another indication of the tremendous importance of the Sault connection and is a feature of the great struggle of localities which is now in progress to place themselves in a position to reap the benefits which will grow out of the change. The following gentlemen are the committee representing the Wiscasset and Quebec Railroad Company:—Henry Ingalls, Joseph Tucker, F. P. Erskine, Wiscasset; J. R. Bodwell, Hallowell; Selden Connor, J. Matchester Haynes, Augusta; William Atkinson, North Anson.

RAILWAY BILLS BEFORE THE LEGISLATURE.

A NUMBER of bills affecting railway enterprises are now before the Ontario Legislature, and others are promised as soon as they can be drafted and printed.

Col. Morin, of Welland, seeks the incorporation of the International Ferry Railway Company. The act constitutes Benjamin Baxter, Edwy Baxter and W. B. Pierce, together with such others as shall become shareholders of the company, and authorizes the construction of a railway of standard gauge from some point on or near the boundary of the garrison reserve, in Bertie township, to a point within the village of Fort Erie. The company is authorized, at any point where the railway approaches any navigable waters, to purchase and hold wharves, piers, docks, water lots and lands, and to build upon them and to own and run steam vessels. At the western terminus the company is authorized to own and manage a summer resort and pleasure grounds. The capital of the company is \$50,000.

Hon. C. F. Fraser introduced a bill to amend the charter of the Brockville, West Port &