

lines, the improvements in signaling & the gradual improvement and tendency towards uniformity in train rules, with the accompanying raising of the standard of discipline.

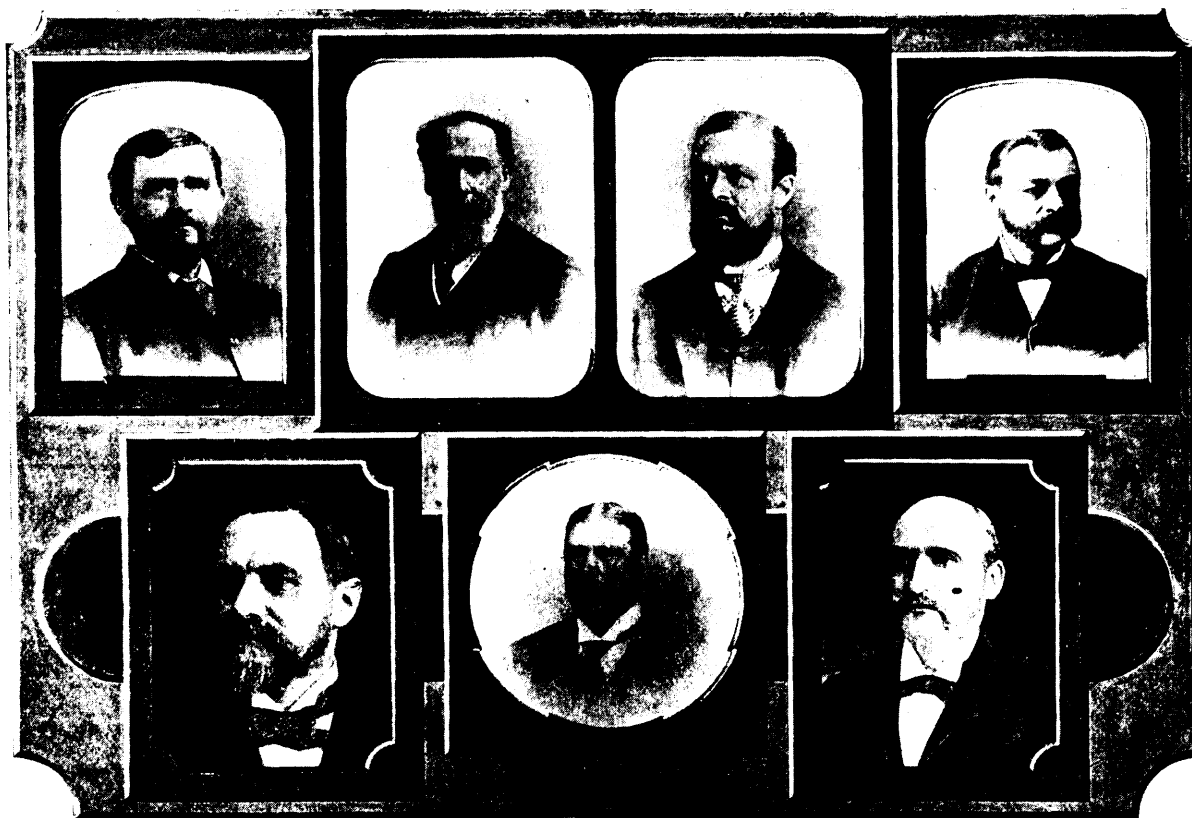
### The Dominion Railway Policy.

In a recent interview in Toronto, J. Sutherland, M.P., chief Government whip in the House of Commons, being asked as to the financial policy of the Government, said it was based on the ground that new conditions produced new necessities. In the past a policy of retrenchment was considered necessary to meet the conditions then existing. At present the great thing was to develop & build up Canada. This was the chief feature of the Government's policy. They proposed to accomplish this by building more railways, developing Canada's mineral resources, & en-

### The Irish Channel Tunnel.

The project of a tunnel across the Irish Channel has been lately brought forward in England, & has caused a good deal of talk on both sides of the Atlantic. It is an aged scheme. Sir Edwin Watkins some years ago had a project for a tunnel across the Irish Channel, another across the British Channel, & either a tunnel or a car ferry across the Straits of Gibraltar, & thus a through line of rail communication from Cork to some point in Asia, possibly Herat. We forget the exact terminus. The promoters of this present scheme estimate that the cost of the Irish tunnel will be \$50,000,000, & that the interest during construction will be \$10,000,000 more, or a total of \$60,000,000. They wish to make sure of being able to pay 3% on this outlay, & to that end ask the Government to guarantee any deficiency up to but not exceeding 3%.

devoted to Eastern Canada & Newfoundland, which contains a full & accurate description of routes, cities, points of interest, summer resorts, information for sportsmen, etc., is written by C. G. D. Roberts, late of King's College, Windsor, N.S., & is revised & corrected to date. Mr. Roberts' fascinating writing lifts the work far above the level of the ordinary guide book & makes it of absorbing interest. For some unexplained reason the space devoted to Western Canada is reduced from some 250 pages, as in former years, to about 50. Hitherto this portion of the work was written by Ernest Ingersoll, a recognized authority. Possibly the western tourist travel is not sufficiently large at present to justify, from a commercial standpoint, so large a space being devoted to it, but the west is advancing more rapidly than any other portion of the Dominion, & it seems a pity that at such a time the available in-



W. Wainwright.

J. W. Loud.

Sir C. Rivers-Wilson.

F. H. McGuigan.

C. M. Hays.

G. B. Reeve.

W. E. Davis.

A GROUP OF GRAND TRUNK RAILWAY OFFICIALS.

deavoring to stimulate the growth of the country generally. The fruits of this policy, he said, were already forthcoming. The building of the Crow's Nest Pass Ry was an evidence of the excellence of this policy. It had been denounced at its inception, but it had opened up a section of country which would pour millions of dollars into the country at large. For instance, the North Star mine was now recognized as a great property, & its owners were building a spur line to the mine. This would have been impossible unless the Crow's Nest Pass route had been constructed. What was true of the East Kootenay country was true of many other sections of Canada. It was now realized that New Ontario had millions & millions of dollars' worth of wealth to reward a policy of railroad development. This was the ground on which the Government justified its financial expenditures, & it was regarded as a policy of Canada for Canadians.

Mr. Balfour, in replying to a deputation, said that he could not speak for the Government, but pointed out that the project is for a tunnel, not from England to Ireland, but from Scotland to Ireland, & that in all probability passengers, mails & freight would continue to follow the more direct southerly routes which they now follow, & that the promoters might well doubt their ability to compete with water borne traffic. He suggested that it might be as well also to ascertain pretty carefully the nature of the ground to be traversed before embarking on a scheme so colossal.—*Railroad Gazette*.

### Appleton's Canadian Guide Book.

This well-known work has been issued for the current year complete in one volume of 327 pages, with illustrations, maps of each province & of the principal cities, fishing districts, etc. As in previous years the portion

information in regard to it should be cut down. It is to be hoped the publishers may see their way clear to give more space to the west in future editions. The book is one that no one travelling in Canada, no matter how well he may know the country, should fail to take with him, to the stranger travelling it is simply indispensable, & even those who stay at home may learn much of interest from it. The publishers for Canada are G. N. Morang & Co., Toronto, & The Montreal News Co., Montreal.

The Hamilton Mountain Park Co., a newly organized concern, will take over the inclined railway formerly operated by the East Hamilton Improvement Co.

R. Chapple, Chief Clerk General Superintendent's office, Eastern Division, C.P.R., Montreal, has gone on a visit to his former home in Devonshire, Eng.