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The G.T.R. General Passenger Agent.

W. E. Davis was born in Niagara county, N.Y., 1850. He began work as office boy in the Hannibal & St. Joseph R.R., now a part of the Burlington System, at the age of 18, & his early railway education was obtained on Western roads. He came to what is now part of the Grand Trunk Ry. System (Chicago & Lake Huron R.R., now Chicago & Grand Trunk) Aug., 1877, in charge of the passenger business of that Co., which later on included the Detroit, Grand Haven & Milwaukee Ry., Toledo, Saginaw & Muskegon Ry., & Cincinnati, Saginaw & Mackinaw R.R.; & at the time of the consolidation of all the G.T. lines under the present management, he was removed from Chicago to Montreal April 1, 1896.

Missanabie to James Bay.

A measure is before the Ontario Legislature to change the name of the Sault Ste. Marie & Hudson's Bay Ry. Co. to the Ontario & Hudson's Bay & Western Railways & Navigation Co., to extend the time for construction, to authorize the Co. to build a waggon road as a stage route for a portion of its route in advance of railway construction, & to permit the Co. to amalgamate with other companies chartered to extend commercial transit from Ontario to points on the Mackenzie & Yukon basins. R. Kilgour, of Toronto, & other promoters of the Co., recently waited on the Ontario Government to ask aid. By means of several large maps they traced the route of the proposed railway & its proposed connections from Missanabie, on the main line of the C. P. R., by way of the Moose River Valley to the Hudson's Bay, thence by 1,500 miles of deep-water navigation across Hudson's Bay & up Chesterfield Inlet, thence by inland navigation through Great Slave Lake & Mackenzie River & its tributaries to the Yukon & Cassiar districts. Two short portages on the route would require short stretches of railway, not more than probably 60 miles in length, & possibly a third railway might be required to cross an unknown & unexplored tract of country, which, however, is believed to be watered by a navigable river. This route, it was asserted, is 800 miles shorter than that via the C.P.R. to the Pacific coast. The line from Missanabie to Hudson's Bay, it was represented, is by far the shortest of any which can be built connecting with the C.P.R., & it passes through good agricultural land, which presents no great engineering difficulties or more than usually expensive construction. The length of railway to be built is about 240 miles, & by following the valley of the Moose River easy grades could be obtained, which would enable the Co. to build the road for considerably less than by any

other route. It was represented that the construction of the railway would give to Ontario a seaport which would open up to her markets & make tributary all the rich mineral, forest, river & ocean wealth of that vast district. The whitefish, salmon, cod & whale fisheries of Hudson's Bay are, it was urged, the richest in the world, but unfortunately at present the cod & whale fisheries are in the hands of U.S. fishermen. The construction of the railway would afford facilities to control this trade. Lignite has also been found in the district through which the line runs, & on an island in Hudson's Bay is known to exist.

The Co. finds some difficulty in locating the

Works was read, stating that the steamers could be built, if the order was given at once, in time to take them in on the spring freshets. It was also stated that arrangements had been made by which, if the Government gave the required aid, parties were prepared to put up the money to carry through the scheme.

RAILWAY FINANCE, MEETINGS, &c.

The Atlantic & Lake Superior Ry. Co. made application to the Dominion Government, in 1895, to guarantee interest on its bonds for \$20,000,000 for 10 years. The Co. claims that on Sep. 26, 1894, it notified the Government that it was ready to issue bonds, & that on Jan. 15, 1895, it was agreed that the issue should be for £500. On this the bonds were floated & work commenced. Subsequently the Dominion Minister of Finance published a notice in England to the effect that no guarantee had been given. In consequence the Co. claims \$1,500,000 damages for which it is suing in the Exchequer Court. The case was set down for hearing Feb. 17, but was not heard then, therefore the time has elapsed & no new date has been set for the hearing.

Buffalo & Lake Huron.—The report for the ½ year ended Dec., states that the balance, including the amount brought forward from the previous ½ year, after providing for the interest on the bonded debt, is £14,209, which will allow of the payment of a dividend of 5s. 3d. a share, and leave a balance of £424 to be carried forward. The dividend will be paid early in Mar. The directors announce the retirement from the board of A. Ashton, who has acted as Chairman of the Co. since 1870, & that M. H. Maxwell, Jun., has succeeded to this office, while E. Ashton has been elected to the vacant seat at the board.

Canada Eastern.—This line, the purchase of which by the Dominion Government is spoken of, is 136 miles long. The ordinary share capital authorized & paid up is \$1,000,000. The bonded debt authorized & issued is \$1,854,174.60. It received in Dominion Government aid \$366,839.84, & from the Prov. of New Brunswick \$400,000 in addition to \$20,000 of municipal aid loaned. Capital from other sources is stated as \$320,425.21, making a total capital subscribed of \$3,961,539.65, & paid up of \$2,087,365.05, which figures are also given as the total cost of the railway & rolling stock. For the year ended June 30, 1897, the net earnings were \$44,541.14. The proposed purchase price by the Government is said to be in the neighbourhood of \$2,000,000, not \$1,000,000 as stated in our last issue. In speaking on the subject during the New Brunswick elections, the Minister of Railways said he had approached Mr. Gibson on the matter because he thought the purchase of



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line, owing to the want of a waggon road through the district. It is proposed that such a road shall be first constructed, & that the Government allow \$500 a mile for that purpose, the amount to be deducted from its railway grant. This, it was pointed out, would secure a colonization road & a telegraph line this year, & open up means of transportation by which settlers might get into the country. It was stated that if the Government would intimate its purpose to grant such aid as the memorial asked for, arrangements had been made by which 2 steamers would be put on the Moose River & 1 on Hudson's Bay from Moose River to Churchill & Chesterfield Inlet this summer. A letter from the Polson Iron