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Among the patents registered in the patent office is one for a nut lock, taken out by Mr. R. T. Sylvester, Rosenfield, Manitoba.

According to the *Railway News* of England a company has been formed with a capital of \$2,000,000, to manufacture aluminum, sodium and magnesium under existing patents.

A new steel steamboat of about 1,000 tons under construction at San Francisco for the Canadian Pacific Railway has been launched. It will run on Puget Sound in competition with the Northern Pacific Road.

The *World*, of this city, strongly urges more rapid service between Toronto and Buffalo, and thinks that the Grand Trunk, in its own interest, should meet the rapidly increasing demands of travel between the "two Queen cities."

Bradstreet's says: The worst features of general business at present are the iron trade and the labor troubles, the strikes in May averaging 5,000 men per day. So far this year there have been 376 strikes, or 75 per cent. more than in 1886, the great strike year.

The surveys for the Sault Ste. Marie canal are being pushed rapidly, and it is within the limits of possibility that the work of construction will be begun this year. The canal will supply an immense water power, and it is proposed that the Ontario Government should reserve land for mill and factory sites.

A despatch from Sherbrooke, Que., says:—The injunction against the sale of the Waterloo & Magog Railway to the Canadian Pacific has been transferred by Justice Brooks to Bedford district for hearing. The effect of the injunction is likely to delay the construction of the line from Montreal to Sherbrooke a year.

A recent despatch from Belleville says: Mining operations in North Hastings are booming now. H. J. Ritchie, president of the Central Ontario Railway, will open the Baker mine in a few days. J. B. McMillan, late superintendent of the same road, has bought a gold mine near Bannockburn, which he will operate at once. The ore will be sent to be crushed at Malone. The St. Charles mine is also to be opened at once.

The Dominion and Industrial Exhibition to be held in Toronto this year will be the greatest event of the kind that has ever been known in Canada. Of the many things that Toronto has to be proud of none is more deservedly praised than the Industrial Exhibition. In this the jubilee year the Dominion grant of \$10,000 has been given to Toronto and the money has been applied toward bringing in exhibits from other provinces. The Exhibition will extend from 5th to 17th of September. Those interested will be furnished with a prize list or any information on application to Mr. H. J. Hill, secretary, Toronto.

A despatch from Ottawa, dated 7th inst., says:—It is rumored in lumber circles that the biggest transaction which has ever taken place in the trade is about completed, being the sale of McLaughlin Bros. large mills at Arnprior, and extensive limits on the Upper Ottawa, to Hon. J. G. Ross, of Quebec, and E. B. Eddy, the match king, of Hull. The

consideration is \$2,500,000. The cause of selling is the ill health of the managing partner, who has been advised by his physician to seek rest. In the event of the purchase being completed it is said Messrs. Ross and Eddy contemplate building a short line railway from Arnprior through the townships of Fitzroy, Huntley, March and Napier to Ottawa.

In an item respecting the movements of Mr. Mowbray Saul, of the New World Travel Company, a typographical error caused it to appear that Mr. Saul was manager of the New York Travel Company. Mr. Saul while in Europe will complete some important arrangements which will considerably increase the facilities of his company for American tourists going to Europe. From England he will go to the continent and visit the principal cities on business connected with the organization of a regular system by which European travelers intending to visit the United States, Canada, Mexico, etc., can do so with the greatest possible comfort under the auspices of the New World Travel Company. Rumor has it that there are also negotiations pending to utilize the large net of European correspondents in favor of one or two trunk lines.

The *Montreal Star* says editorially about Russia's trans-Siberian Line: This line will shorten the time occupied in travelling to Japan from Western Europe to about eighteen days, and will open up to trade a part of Siberia said to be fertile, but previously unsettled. It will in many respects be an undertaking similar to the Canadian Pacific. The principal difference will be that the work will be a purely government one. The Russian government appears in earnest about this undertaking, and some English journals are urging the British government to discuss some scheme for a short route to the Pacific through India and Burmah. The advantages of the Euphrates Valley route are being discussed, and the government urged to employ speedily its own means for effecting analogous abridgments of time and space.