

RAILWAY LINKS.

GRAND TRUNK NEW SCHEMES.

THE tunnelling of the St. Clair River and the building of the Sault Branch are two such important schemes in connection with the Grand Trunk Railway that the following extract from Sir Henry Teler's address at the last half-yearly meeting, referring to these subjects, will be read with interest:—

"There is another item of expenditure which I ought to mention, and which I have already told you of, and that is the tunnel under the St. Clair River. You are aware that we have a ferry at the foot of Lake Huron between Point Edward and Fort Gratiot, near Sarnia, which works very well, where we have very large steamers and where we carry the trains over, but of course it would be better if we could carry them through a tunnel for many reasons and it would save a very large amount every year. I told you we had found a point on the St. Clair River with Chicago and Lake Huron on one side, and opposite the Sarnia branch of the Great Western section on the other side, and it is comparatively a small work to join those two lines by a tunnel under the river. The river is only 36 feet deep, and according to boring the rock is 90 feet below the surface of the water. The distance under water is only half a mile, and the tunnel will only be a mile long altogether, including approaches on both sides and the piece of line, including the tunnel for connecting the Chicago and Grand Trunk with the Great Western section, will be only 2½ miles long. By making that line we shall save six miles in distance, and we shall save £10 000 a year, even if the tunnel cost as much as £400 000 to make it. It is, therefore a very desirable thing to do. We have taken borings at an expense of four or five hundred pounds upon it, but we now propose to thoroughly test it before any expense is incurred, and to make a driftway six feet in diameter under the river; and an American contractor, General Suez Smith, has seen Mr. Hickson, and he is ready to undertake that work for \$59,000, assuring its completion, because he is perfectly satisfied—having examined the spot, and being accustomed to work of that description—he is perfectly satisfied that he can do all we want in making the driftway and completing it in eight months for \$59,000—something under £12 000—and we propose to expend that, but that will not make much of the three millions up. Now, there is another matter which I ought to mention to you, although it does not involve any immediate expenditure. I should mention that as far as that tunnel under the St. Clair River is concerned that we shall not come to ask you for the money for that. That is to say, it will not require to be taken out of the Grand Trunk resources, because if the tunnel is made it will be a very valuable property. It will have its own traffic to depend upon, and, like the International Bridge, it will have its own revenue, and there will be no difficulty in raising the money to make that tunnel without going upon the resources of the Grand Trunk Company. The next thing is the line which has been proposed for some years to connect our Midland system with Sault Ste. Marie. Sault Ste. Marie is a very interesting spot. The falls of St. Marie are those which take the waters from Lake Superior to Lake Huron. At the Sault there is a lock to avoid the rapids, by which steamers from Lake Superior go to Lake Huron and vice versa. There has been a Canadian charter for making a bridge at the Sault for some years, and a charter for making the line of the Midland system up to that place, and both charters are in the hands and under the control of the Grand Trunk Railway. There are also indications of lines being made to connect the Northern Pacific with the Sault Ste. Marie. Mr. McMillan, who is a friend of ours—a wealthy man in Detroit—had the line in his control there for a length of time, and by connecting the line with the Canadian Pacific, and having Ashland at the other end, that will complete the communication between Sault and the Northern Pacific. You will understand that a line connecting the Northern Pacific with the Grand Trunk will be a line of very great importance. Here you have, on the one side, the Northern Pacific, with 2,000 miles of lines, connected with 1,500 miles of the Grand Trunk on the other side. Any connection between those systems must be a very important connection. You will be very glad to hear that the Northern Pacific looks upon it with greater favor than we do. They say that the Northern Pacific and the Grand Trunk are natural allies, and that before long we must manage to get communications made between them somehow or other. Do not suppose I am contemplating this in opposition to the Canadian Pacific. This is a matter which has been contemplated by us for years. We have not been able to stir it in times of depression, but we have gone so far that surveys were made years ago. It is an old project, and a very important one, and I am not prepared to go further in it than to say that we are negotiating with the Northern Pacific, and they are considering the question of making a line on their side, and we shall have to consider the question of how to make a line on the other side. I do hope we shall be able, the line being such a very important one, to make it with its own resources and without troubling the Grand Trunk with any guarantee. I am not prepared to say anything more at present."

The vote in Guelph on the by-law to grant \$175,000 to the Guelph Junction Railway, which will afford the Royal City competition, was carried by a vote of 745 to 144.

The Manitoba thinks that sufficient evidence, that the Hudson's Bay Railway is to be built is seen in the fact that several new freight cars have arrived at Winnipeg from Montreal, lettered "Winnipeg & Hudson's Bay Railway" and loaded with steel rails for the company.

The *Railway Age*, an American journal, says:—"The Canadian Pacific management has completed arrangements with the Boston and Lowell road, by which its cars will run to Boston, making that city, it is stated, its principal water terminus. Next summer it will probably reach down the coast into Florida, and perhaps throw a bridge across from Key West to Caracas, from whence the occupation of South America will be easily accomplished."

The Maskinonge and Nipissing is chartered to build 350 miles from Louiseville, Que., on the Canada Pacific Railway, westerly to a point on the shore road, at or near Lake Nipissing. This, it is said, will shorten the distance for North-West traffic to Quebec about 300 miles. The country through which the road will pass, in a large measure, heavily timbered, and iron, plumbago and building stone are reported at various places in large quantities. The incorporators are Messrs. Thos. W. Ferry, Grand Haven, Mich.; James J. White, Ottawa; John H. Verrall, and E. H. Talbot, Chicago.

Judging by the number of applications for new charters and extensions of old ones, the Dominion Parliament will have a great deal of railway legislation to attend to at its next session. The Railway Committee of the House of Commons, to which is committed the work of examining the bills in detail and checking, where necessary, legislation calculated to interfere with existing rights, is one of the largest and most important of all the Standing Committees of the House. It is made up of the best representatives of all sections, and probably meets oftener and works harder than any other committee—*Railway Life*.

The *Oshawa Reformer* says:—"The best railway project we have yet heard proposed in the interests of the town is that in which some of our citizens are now moving for the construction of a railway from the Oshawa harbor to Bobcaygeon, in the heart of the lumber region, with power of extension to Kinnoult and thence in a due line north to Calendar station on the C. P. R. at Lake Nipissing. This line will cross the ridges and the C. P. R. at a very favorable point, a little east of Raglan and will run south and east of Lake Scugog, through Cartwright and Manvers, along the wide and fertile valley of Pigeon creek to Omeroe and thence to Bobcaygeon. It will connect with the C. P. R. and Midland systems, and passing through good territory in the counties of Ontario, Durham, Victoria, Peterborough and Haliburton will enlist in its favor the parliamentary representatives of these counties and will receive municipal bonuses and command grants from both governments."

The *Montreal Star* says:—"The decision of the Supreme Court in favor of the Canadian Pacific Railway regarding its right to complete the extension between Port Moody and Vancouver has, according to the British Columbia papers, given a great impetus to the terminal city. The real estate market has gone up with a boom, and capitalists who were holding on until a decision was arrived at are now investing heavily. The company has already asked for tenders for the grading of the uncompleted portion between Port Moody and the terminus, and the early completion of the railway will doubtless increase the population and bring a large volume of trade, both transit and otherwise, to the terminal city."

WOOD-WORKING PATENTS.

The following list of patents relating to the wood-working interests, granted by the U. S. Patent Office, January 11th, 1887, is specially reported by Franklin H. Hough, Solicitor of American and Foreign Patents, 925 F. Street, N. W., Washington D. C., who will furnish copies of patents for 25 cents each:—

- 336,066,—Moulding and stave machine,—C. L. Goehring, Allegheny, Pa.
- 335,704,—Saw Coping,—C. Morrow, Kansas City, Mo.
- 335,708,—Saw-Drum,—D. M. Omwake and W. P. McGee, Manchester, Iowa.
- 336,082,—Saw-guide,—D. J. Murray, Wausau, Wis.
- 336,035,—Saw-mill Band,—M. Garland, Bay City, Mich.
- 335,692,—Saw-set,—C. C. Harris, Denver, Colorado.
- 335,912,—Saw-swinging machine,—W. G. Baumgardner, Flier City, Michigan.
- 335,039,—Saws, device for dressing the teeth of,—G. W. Cutshaw, Bedford, Ky.
- 335,710,—Shingle-sawing machine,—W. J. Perkins, Grand Rapids, Mich.
- 336,098,—Boring wood or metal, machine for,—H. F. Bundy, Welton, N. Y.
- 336,220,—Saw mills, Saw-catcher for band,—G. H. Zechech, Indianapolis, Indiana.
- 336,060,—Sawing-machine, Scroll,—H. L. Beach, Montrose, Pa.

- 336,280,—Sawing wooden gutters, Machine for,—E. B. Elder, Lynn, Mass.
- 336,286,—Wood Machine for cutting across the grain,—F. Mankey, Williamsport, Penn.
- 334,256,—Chuck, Lathe,—A. H. Stetson, Brookline, Mass.
- 334,266,—Log Roller,—L. G. Orme, Paducah, Ky.
- 334,325,—Saws,—J. R. Little and C. T. Stoddard, West Stewartstown, N. H.
- 334,407,—Saw-mill Band,—J. L. Gage, Chicago, Ill.
- 334,207,—Saw-mill dog,—J. C. Miller, Dunkirk, Ohio.
- 334,114,—Saw-sawage,—J. E. Emerson, Beaver Falls, Pa.
- 334,167,—Saws, Device for setting,—C. Morrill, Jersey City, N. J.

HOW THEIR MONEY IS SPENT.

The *Paper Trade Journal* publishes the following illustrated table, showing how United States money is spent, as shown by the official statistics for 1885. We would be sorry to see such a record in Canada:—

Liquor, \$900,000,000.
Tobacco, \$600,000,000.
Bread, \$505,000,000.
Meat \$303,000,000.
Iron and Steel, \$230,000,000.
Sawed Lumber, \$223,000,000.
Cotton Goods, \$216,000,000.
Boots and Shoes, \$190,000,000.
Sugar and Molasses, \$155,000,000.
Public Education, \$80,000,000.
Home and Foreign Missions, \$5,500,000.

In round numbers three billion four hundred and eighty-two million five hundred thousand dollars, (\$3,482,500,000,) divided as above.

The above figures show that our liquors cost nine hundred million dollars (\$900,000,000.)

One-eighth more than all our meat and bread.

Three times as much as our iron and steel.

Ten times as much as our public education.

Our tobacco costs six hundred million dollars (\$600,000,000,) or

One-fifth more than our bread

Twice as much as our meat and iron.

Three times as much as our boots and shoes.

Seven times as much as our public education.

Our liquors and tobacco cost one billion five hundred million dollars (\$1,500,000,000,) or

Three times as much as our bread.

Five times as much as our meat and iron.

Seven times as much as our meat and lumber.

Seventeen times as much as our public education, and these two items alone cost more than four-fifths of all the rest.

OUTLOOK FOR THE LUMBER TRADE.

THE local lumber market in Ottawa at present is very quiet, and for the past two weeks there have been no shipments of any account. The amount of dry lumber here is small in proportion to the cut. Mill owners are very firm in prices, all asking an advance and in some cases a large advance in prices on last year's prices. On the other hand buyers are holding back and do not seem at all anxious to buy. The amount of lumber sold of the now cut up to the present date is very much less than that at same date of the previous year's cut. Buyers are not inclined to close at prices asked, and therefore shipments are slow. Another great hindrance is the scarcity of box cars.

OUTSIDE ADVICES.

The *Montreal Trade Review* says:—"There is a better feeling in New York than has prevailed for some time past. Stocks are held firmly. Trade with the British West Indies is quiet, and with Africa and Australia it is dull. There is a marked improvement in the River Plate trade. There has been further charters. In White Pine the new year opened near the zero line, and Jack Frost holds a tight grip on boom stock. The demand is comparatively light, but as the season advances a good trade is anticipated. Winter rail rates render it uncertain what the cost of transportation will be, for railroad companies have a happy faculty of weighing all the snow and ice which accumulates during a passage through several states; and, as this stock is necessarily shipped on open platform cars, the difference in weight is no inconsiderable factor. The arrivals of spruce have been light. There are but few cargoes on the way, and there are no orders; and will not be thrown upon the open market. Prices which remain unchanged are purely nominal, as there is little or nothing done. Laths show a decline of five cents since our last. The market for yellow pine is decidedly firm in tone. A better feeling prevails, and a further advance is not unlikely. For foreign shipment the inquiries continue to be large, and southern mills are stiff in their holdings. Many of the railroads are in the market with schedules of all sizes, some of them for large quantities."