

to build on the C.N.R. from a point at or near St. Charles on the Portage line south or southwesterly to township 2, range 6; thence westerly 68 or 100 miles as necessity may demand and circumstances justify. We have also completed arrangements to have constructed 15 or 18 miles from Beaver to a point on the Canadian Northern, northwest of Portage la Prairie, up to Gladstone. That's all we have arranged for definitely with the C.N.R., and as an aid to the Co. to secure that construction we give the usual guarantee of \$8,000 a mile, taking a mortgage upon the road and rolling stock as security for payment of interest and principal.

"With the C.P.R. we have not made any written agreement, but have been negotiating for some time and have practically agreed that it shall build 10 miles from the end of its Snowflake branch easterly, 18 or 20 miles westerly on the Waskada line, 10 or 12 miles from the end of what is known as the MacGregor extension and 42 miles northwesterly from Brandon to some point on the Great Northwest Central through the municipalities of Daly and Woodworth to range 29. We have practically agreed with the C.P.R. that the line from Brandon shall be constructed without any cost to the province. The Co. has, however, asked, and we have practically agreed to give it \$75,000 for extending the Waskada, the Snowflake and the Wellwood lines. We may be able to construct a little more, but we are going to have that constructed if it is at all possible to secure it."

President Shaughnessy Interviewed.

T. G. Shaughnessy, President of the C.P.R., returned to Montreal from England, May 26. In an interview he denied that there was any truth in the rumors of the consolidation of the C.P.R., the G.T.R. and the Richelieu and Ontario Navigation Co. "The advance in the price of C.P.R. stock," said Mr. Shaughnessy, "was likely due to the realization of the fact that it was probably the cheapest stock on the whole list of securities. The policy of the C.P.R. Co. has always been to allow the price of the stock to rise or fall upon its merits. There has been no manipulation, and the stock has to a great extent been regarded as an investment security. The stock is, therefore, passing more and more into the hands of thousands of individual investors."

Referring to the report that the Morgan-Hill interests had been endeavoring to obtain control of the line, Mr. Shaughnessy said he did not take any stock in it, or in the report that Mr. Hill would become a director. "There are between 15,000 and 20,000 shareholders in the C.P.R.," Mr. Shaughnessy stated, "so that it would not be such an easy task to secure a controlling interest, as the individual shareholders would not be likely to part with their holdings except at a very good price."

Regarding the fast steamship question, Mr. Shaughnessy said there was nothing new, but the present was not an opportune time to try and establish such a service, owing to the high price of material. Mr. Shaughnessy said that some fear was entertained in England as to the effects of the U.S. steel industry, but he had pointed out while in England that Canada, as the result of the great steel works established in the Dominion, was likely to maintain British prestige. There was certainly, he thought, a great future for the Dominion in this connection.

When asked if it were likely that the C.P.R. would, as reported, take any steps toward the establishment of a silver-lead refinery in Canada, Mr. Shaughnessy said the matter had not been discussed, but he was much pleased to see that the government had decided to grant it a bounty. A Canadian re-

finery was an absolute necessity, and would have a most beneficial effect.

The G.T.R. President's Visit.

Sir C. Rivers Wilson, President of the G.T.R., commenced his annual inspection of the system on May 21. He was accompanied by Lady Rivers Wilson, G. B. Reeve, General Manager; F. H. McGuigan, General Superintendent; F. W. Morse, Superintendent of Motive Power; and J. Hobson, Chief Engineer. The first section covered was the Central Vermont, after which the party went to Portland. Sir Charles did not make any statement regarding the Co.'s intentions at Portland, but Mr. Reeve said the new elevator would be completed in Oct., and that the Co. expected to make contracts with two or three new lines of transatlantic steamships for the next winter season.

A start was made for Chicago on May 29, the train arriving in Toronto the same night. Replying to questions as to the Co.'s Portland developments, Sir Charles said: "Portland was a legacy left to the present management by their predecessors. Montreal is a summer port. It is a matter of business with us. We have to make returns to our shareholders. At Portland we have our own wharves, with the railways running to them, and a deep harbor and an open sea. We have ample facilities there, and they are our own. In Montreal we have not these facilities. I think that Montreal owes considerable to the G.T.R."

Sir Charles was asked regarding a story to the effect that the G.T.R. working in connection with the Great Northern (U.S.A.) running west to the boundary district of B.C., and there connecting with the Vancouver, Victoria and Eastern Railway, the charter for which has been secured by J. J. Hill and Mackenzie and Mann, would find in this way a route to Vancouver and compete for business which the C.P.R. now secures. In reply he stated that he had no policy to announce regarding western traffic. The Co., with its allies, already had a trans-continental route, and it was proposed to remain on friendly terms with those allies.

On the morning of May 31, the President left Toronto, visiting Stratford and Sarnia on the route to Chicago, and on returning the party visited London and Hamilton. At London Sir Charles said that since 1896, when the new management of the Grand Trunk took hold, the value of the stock had appreciated by nearly \$75,000,000, while the ratio of running expenses had been materially reduced.

From Hamilton the party went to Buffalo to visit the exhibition, from whence Sir Charles and Lady Rivers Wilson went to New York. They sailed for Liverpool, June 12, on the S.S. Majestic.

Sir Wm. Van Horne in Cuba.

The Cuba Co., of which Sir Wm. Van Horne is President, is engaged in constructing a railway through the eastern part of Cuba. It has no charter to construct a line, but under a special enactment, still in full operation, owners of land are entitled to construct railways upon it without anyone's interference. The Cuba Co., therefore, purchased whole estates along the route of its proposed railway, on some of which the rails had already been laid, and so secured the right of way through the provinces of Santiago de Cuba, Puerto Principe and Santa Clara, giving a main line of about 400 miles in length, extending from Santiago to the city of Santa Clara and to Cienfuegos. The average price paid for the land was about \$8 an acre. The different municipalities have given the right to enter the towns and villages and in several cases have offered bonuses as well. The only difficulty in the way of carrying the project

through to a successful issue may arise from the fact that in some cases the railway will have to pass over highways not under local control, which are being treated by the U.S. Government as military roads, to cross which special permission has to be obtained from the Secretary for War, who has only power to give a revocable permit. Sir Wm. Van Horne is said to be in communication with the U.S. authorities with a view of obtaining this permission.

The capital of the Co. is \$8,000,000, divided into shares of \$50,000 each, which, it is said, has all been subscribed. The Co. first of all secured the Sabanilla and Noroto line, a military road working under a Spanish royal charter. An important point on the line is at Jucaro, on the south coast, where supplies are being landed and forwarded to the main line. A line will be constructed from Santiago, a distance of 80 miles, to Nipe Bay, where there is an excellent harbor, which will cut off 250 miles in the distance between Santiago and New York. The Co. will sell the surplus land and will encourage cattle, coffee and tobacco raising, etc.

Some Cuban and New York people are threatening a legal fight over the matter, but Sir Wm. Van Horne, when the filing of General Lacret Morlot's notice of opposition was brought to his notice, said: "Anybody can make a notarial protest against anything in Cuba, as in Canada, and there are apparently cranks in Cuba as well as here."

Passenger Traffic Matters.

Four new fast trains have been added to the summer service on the Wabash through Canada. Two are eastbound and two westbound, a morning and evening train each day.

The principal feature of the summer timetable of the G.T.R. is the acceleration of the Toronto-Montreal train. It leaves Buffalo at 8 a.m., arriving in Toronto 11.10 a.m., leaving Toronto 10 minutes later and reaching Montreal at 7 p.m., making the run from Buffalo to Montreal, 441 miles, in eleven hours. The eastern express leaves Windsor at 3 p.m. instead of 2.30 p.m., reaches Toronto two hours later than at present and runs through to Montreal. The through westbound service from Montreal for Toronto, Hamilton, Niagara Falls, Buffalo, London, Detroit and Chicago, is to be excellent. The "International Limited" leaving Montreal as in the past at 9 a.m. has been quickened somewhat between Montreal and Toronto, arriving in Toronto at 4.15 p.m., Buffalo at 7.50 p.m., Detroit, 9.30 p.m., and Chicago at 7.20 the next morning. The train heretofore leaving Montreal at 8 p.m. daily, arriving at Toronto at 6.50 a.m., runs daily, except Sunday, and the fast night train leaves Montreal at 10.30 p.m. running daily, instead of daily except Sunday, arriving at Toronto at 7.15 a.m. This train is a solid wide vestibule through express via Niagara Falls to Buffalo, arriving there at 10.45 a.m. daily. It also runs through to Chicago, arriving there at 8.43 p.m. daily. Two new trains are running between Chicago and New York via Niagara Falls and Buffalo. The eastbound train is known as the "Detroit and New York Express" and leaves Chicago at 11.32 a.m., arriving at New York at 4.33 p.m. the following day. The westbound train is known as the "Buffalo and Chicago Express" and leaves New York at 10 a.m., arriving at Chicago at 11.50 a.m. next morning. The service between Toronto, Hamilton, Niagara Falls and Buffalo is increased by two new trains each way.

The working time tables issued on June 10, for each of the divisions of the C.P.R., bear the name of T. Tait, Manager of Transportation, on the cover pages, in addition to that of the respective general superintendents.