

and resources of the country through which the line will pass as far as the confluence of the Kenogami river with the Albany river, 200 miles from Peninsula Harbor, and at the head of deep water navigation of the Albany river from Fort Albany. Peninsula Harbor is well protected and capacious and provides deep water right at the shore, so that dredging will not be required. The 12½ miles located starts from the proposed wharf, and crosses the C.P.R. transcontinental line between mileage 810 and mileage 811 from Montreal, a little west of Peninsula station, and during the first two or three miles there will be some difficult construction, but after getting through the rock country, and into the valley of the Pic river, construction will not present any engineering difficulties. For about the first eight miles the average gradient will be about 1%, and from there to the 50-mile point, it is expected that a gradient between 0.03 and 0.04 will be obtained. On the first eight miles of line there will be a fair amount of curvature, but beyond this the curvature will generally be easy. The right of way will be cut out to permit of the construction of a double track from Peninsula Harbor to Shallow lake, and

probably as far as the Kenogami river, about 160 miles, to the point where it is expected that the G. T. Pacific Ry. will cross. It is also stated that the ties will be 8 ft. long, and 8 in. thick, and the track will be laid with 80-lb. steel rails. H. DeQ. Sewell is Chief Engineer and had charge of the surveys, and left early in March to complete the location to Shallow lake, 50 miles from Peninsula Harbor, just over the divide. (Dec., 1903, pg. 425.)

Dominion Express Co.—W. Walsh, heretofore General Agent at Toronto, has been appointed Assistant to the General Manager at Toronto. He will attend to the general detail work of the Ontario division, and will perform such other duties as may be assigned to him.

The British Columbia Legislature at its last session passed an act under which surface and under-surface rights of certain pioneer settlers within the land belt of the Esquimalt and Nanaimo Ry. have been secured to them. The settlers intended to be protected were evicted in 1895 by the E. and N. Ry. Co. and their claim to the land is now to be asserted and defended by the Province.

NOTICE.—Application will be made, at the next session of the Parliament of Canada, for an Act,—Confirming a lease from the Canada Southern Railway Company to the Michigan Central Railroad Company, dated 15th August, 1903;

Confirming a certain trackage agreement between the Canada Southern Railway Company, the Michigan Central Railroad Company and Père Marquette Railroad Company;

Declaring that the Leamington and St. Clair Railway Company and the Sarnia, Chatham and Erie Railway Company are works for the general advantage of Canada;

Empowering the Canada Southern Railway Company to acquire the railway, franchises and undertaking of the Sarnia, Chatham and Erie Railway Company, or to amalgamate with that company; and empowering that company to dispose of its railway, franchises and undertaking to the Canada Southern Railway Company, or to amalgamate therewith, to the intent that the Sarnia, Chatham and Erie Railway Company may be merged in and form part of the undertaking of the Canada Southern Railway Company;

Conferring on the Leamington and St. Clair Railway Company the powers it possesses under the Acts of the Province of Ontario relating to the company, to sell its railway, or make agreements with the Canada Southern Railway Company;

Empowering all said companies to do all acts and deeds necessary to carry out such agreements.

KINGSMILL, HELLMUTH,

SAUNDERS & TORRANCE,

Solicitors for and on behalf of the Canada Southern Railway Company, Leamington and St. Clair Railway Company, Sarnia, Chatham and Erie Railway Company.

Dated at St. Thomas, this 19th December, 1903.

NOTICE is hereby given that The Canadian Northern Railway Company will apply to the Parliament of Canada, at its next session, for an Act authorizing the said company to acquire by purchase or lease, or to make running arrangements with, or to amalgamate with The Northern Extension Railway Company.

Z. A. LASH, Solicitor,

The Canadian Northern Railway Co.

Toronto, 1st February, A.D. 1904.

NOTICE.—The Atlantic and North-West Railway Company will apply to the Parliament of Canada, at its next session, for an Act extending the time within which it may complete its works.

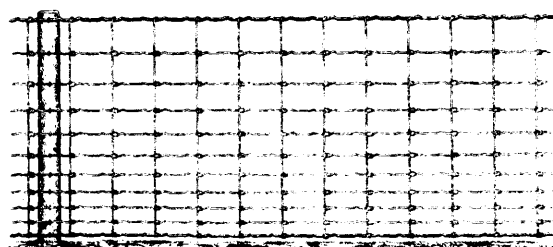
By order of the Board,

CHARLES DRINKWATER,

Secretary.

Montreal, 15th January, 1904.

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