

with the Shubenacadie River at the 41st mile, thence along the foot hills bounding the river to near Black Rock; from here it runs through Clifton, following the Salmon River to Truro."

GRADIENTS FROM TRURO TO WINDSOR.

Denomination of Grade.	Ascending from Truro, Miles.	Descending from Truro, Miles.	Total Miles.
Under 10 ft. per mile	2.18	5.35	5.35
From 10 to 20 ft. per mile	1.57	3.43	5.00
" 20 " 30 "	1.12	1.59	2.71
" 30 " 40 "	1.78	0.66	2.44
" 40 " 50 "	6.98	6.35	13.33
" 50 " 60 "			
" 60 " 70 "			
Level miles			21.90
			57.40

ALIGNMENT FROM TRURO TO WINDSOR.

Tangents no.	Curves no.	Degree of Curvature.	Total Miles.
121	11	Under 1°	36.73
....	11	1° to 2°	2.33
....	17	2° " 3°	3.69
....	23	3° " 4°	3.64
....	34	4° " 5°	5.03
....	13	5° " 6°	2.08
....	23	6° " 6° 30'	4.27
....	2		0.26
			57.40

There are 108 cedar box culverts, 30 cedar-beam culverts, 23 structures of hard pine, 14 ft. openings; 13 pipe culverts, 12 to 18 ins. diam.; 8 structures of 2nd class masonry in cement, & the following larger structures:—St. Croix bridge.—3 concrete piers with stone coping. Two 130 ft. through, & one 34 ft. deck spans of steel superstructure; Little River bridge.—Two 1st & 2nd class masonry abutments in cement, with 30 ft. deck span of steel superstructure; Lacy's Brook bridge.—Two 1st & 2nd class masonry abutments in cement, with 25 ft. deck span of steel superstructure; 1st Crossing, Kennetcook River bridge.—1 pier & 2 abutments of 1st class masonry in cement, with two 75 ft. through spans of steel superstructure; 2nd Crossing, Kennetcook River bridge.—2 abutments of 1st class masonry in cement, with one 90 ft. through span of steel superstructure; 3rd Crossing, Kennetcook River bridge.—2 abutments of 1st & 2nd class masonry in cement, with one 25 ft. through span of steel superstructure; 1st Crossing, Five Mile River bridge.—2 abutments of 1st class masonry in cement, with one 90 ft. through span of steel superstructure; 2nd Crossing, Five Mile River bridge.—2 abutments of 1st class masonry in cement, with one 50 ft. deck span of steel superstructure; McClellan's bridge.—2 abutments of 1st class masonry in cement, with one 50 ft. through span of steel superstructure; the Shubenacadie River bridge has 4 pedestals of concrete, & 2 abutments, & 3 piers of concrete, with granite copings, all in readiness to receive 90 lin. ft. of steel trestle, & 2 steel spans of 209½ ft. each.

Stations have been erected at Brooklyn, Scotch Village, Kennetcook Corner, South Maitland.

The Maritime Merchant says: "Ever since Christmas last, negotiations have been in progress between the Midland Ry. Co. & R. G. Hervey, regarding the consolidation of the interests of the Midland & the N.S. Southern railways. The Southern is being pushed forward with vigor, & the Co. expects to have it completed this year from Shelburne & Liverpool to New Germany, & has had a large party of engineers in the field for some months endeavoring to get a line from Halifax to connect with the line it is now building. The negotiations with the Midland have proceeded so far, that W. G. Reid of that line, & P. S. Archibald, formerly Chief Engineer

of the I.C.R., have gone over the proposed route of Mr. Hervey's road, as well as inspecting the work done on the New Ross—New Germany section. It is said that the intention of the Midland Co. is to build a through line from Shelburne, on the Western coast of N.S., to Brule, on the Gulf of St. Lawrence. This would necessitate the building of a branch of the Midland from Truro to Brule, 22 miles, & continue the road from Windsor to New Ross, thence direct to Shelburne."

Newfoundland.—Ice floes in the Exploits River recently swept away the railway bridge.

Northern Pacific.—A number of delegations from different parts of Manitoba waited on the Provincial Government in Mar. to urge that steps be taken to get the N.P. to extend some of its present branch lines & to build others. One delegation urged the extension of the Portage la Prairie branch, which now ends at Beaver, to the Birtle district. Premier Macdonald stated that if the N.P. would make any fair terms he was willing to meet it, & he had no doubt that they could arrange terms without interfering with the plank in his platform re railways. If the N.P. would not build, the question of the advisability of the Government building would come up & become a live issue. There was no doubt that the Government could secure running powers over the C.P.R. or N.P.R. if it wished. The engineering difficulties were not great & it would not take long to build 50 or 75 miles. He had every reason to believe that he would be able to do something this season.

Another delegation urged that a line of about 50 miles be built from Indian Springs or Marieapolis on the Morris-Brandon branch, going southerly to Marrinhurst around Rock Lake, thence northwesterly into the Pelican Lake district.

President Mellen visited Winnipeg & Brandon early in April & in reply to a delegation which waited on him at Brandon, he promised to build a short extension of the Morris-Brandon branch as far as the exhibition grounds. Beyond this his Co. would do nothing & would build no more branches under existing circumstances. He said the Dominion Parliament had lately given the C.P.R. power to parallel every line the N.P. had in Manitoba & every line it had proposed building & his Co. would therefore do nothing further. He advised the people to build the roads they wanted with their own money. The charter of the N.P. provided for running powers over that Co.'s roads, & in addition he would promise them fair dealing & finally if the people wanted it his Co. would sell to them all or any portion of its Manitoba roads.

In reference to Mr. Mellen's statement Premier Macdonald said in an interview: "As there has been no meeting of the Executive Council since Mr. Mellen's visit, I have not discussed the matter with my colleagues yet, but personally I may say that there is only one thing left for us to do, & that is to accept Mr. Mellen's hint of buying out the branch lines of the N.P. or any other lines we can secure as Government roads, or else to build the roads for ourselves & have them operated under Government control. That is Government ownership according to the plank in our platform."

It is said that Mr. Mellen's statement did not refer to the branch which was built north from Portage la Prairie last year, 9 miles towards Lake Manitoba, & that it will be completed to the Lake, some 4 or 5 miles, this year. (Nov., '99, pg. 327.)

At Winnipeg Mr. Mellen said it was not probable the Co. would rebuild the Manitoba Hotel, as it did not pay. The Co. had bought some property south of the hotel site & would build a station in any event. (Oct., pg. '99, 295.)

Nova Scotia Southern.—Chief Engineer A. Mitchell reported as follows on Mar. 12: The heaviest work on the line is at the extreme

ends, Shelburne & New Germany. From Shelburne to the crossing of Sable River, (15 miles east of Shelburne,) the line has been cleared & at least half of the grading is done, & the stone is being delivered on the ground, & cut, for the bridge across the Jordan River, the steel superstructure for which is purchased. At New Germany, the track has been laid to the LaHave River bridge, which consists of 4 steel spans on 5 granite piers, 45 ft. high, all of which is now complete, & we have on hand at New Germany 6 steel spans for other bridges, which are to be taken to their respective sites as fast as the track is laid to them. The road-bed is completed to North Brookfield, except the erection of the bridges & track laying. About 60,000 ties are delivered along the line, & the culvert & bridge masonry is all completed except the abutments for Pleasant River bridge, which are not fully completed. From North Brookfield, west, to & beyond Caledonia, a considerable force is at work grading. At New Germany some rails, splice bars, spikes, frogs & switches are piled, waiting for resumption of track laying, & our President shows me receipted invoices for 12,600 tons rails & the splice bars for them. Between Liverpool & Indian Gardens the clearing has been done to within about 2 miles of the Indian Gardens, & in the town of Liverpool the filling in along the waterfront to permit the removal of the tramway track from the main street, is about two-thirds completed." (Mar., pg. 73.)

North Lanark.—B. W. Folger recently addressed the Kingston City Council in the interest of this railway, which is projected to run from the Kingston & Pembroke Ry. at Flower, to Arnprior, to connect with the C.P.R. & Canada Atlantic. (Mar., pg. 78.)

Ottawa & Rainy River.—Track has been laid from Stanley, westward 40 miles to Lake Shebandowan. (Mar., pg. 74.)

Ottawa & Gatineau.—The extension of this line from Gracefield, 60 miles north of Ottawa, to Maniwaki, will be proceeded with this season. It is said stations will be established at Blue Sea Lake, Bouchette, & Maniwaki. (Mar., pg. 42.)

Ottawa & New York.—Materials are being placed in position preparatory to the resumption of work on the bridges over the St. Lawrence at Cornwall. A strong effort will be made to have the structure completed & through traffic between the terminal points of the road established by July 1. (Feb., pg. 43.)

Parry Sound Southerly.—The Ontario Legislature has granted a cash subsidy of \$3,000 a mile for a railway, not exceeding 5 miles, to connect the town of Parry Sound with the Canada Atlantic Ry.

Pontiac Pacific Jet.—When this Co.'s bill authorizing it to build & operate a railway from or near Quyon or Shawville, Que., to Pembroke, Ont., came before the Railway Committee of the House of Commons recently objection was taken to granting the power unless the Co. would agree to extend its main line from its present terminus at Waltham to Ferguson's Point. It was agreed that this extension should be made within 2 years after the line reaches Pembroke or in default the charter to Ferguson's Point to be forfeited. (Dec., '99, pg. 359.)

Prince Edward Island.—W. B. Mackenzie, Chief Engineer of the I.C.R., has reported on the proposed bridge over the Hillsborough River, at Charlottetown, for the Murray Harbor branch of this line. Borings & surveys were made opposite Cumberland St., also on the shipyard & Mutch's Point site. It is proposed to build a bridge for both railway, vehicular & foot traffic. The width of the bridge will be 17 ft., exclusive of the sidewalks. It is proposed to support 7 piers on piles driven to the rock, & to extend 4 others down to bed-rock by the pneumatic process, as at these 4 places the mud is not sufficiently deep or firm to warrant the use of piles. The piers