

ant factor in determining where it will be best to ship from all the year round. Careful observations will be made this winter to determine the actions of the currents in the ice floating through the straits, & to select as near as possible the point least affected by this ice. The points under observation will probably be Port Hastings, Hawkesbury & Cariboo Cove, immediately south & east of the Straits of Canso.

The land for the first 10 miles from Port Hastings is poor & stony, but from there north it gradually improves until excellent farming land is found between Port Hood & Cheticamp. Sheep farming is largely carried on & with the advent of the railway buyers from Montreal & Boston are already going through the district. As a result of this building of the road to Port Hood the coal mine at that point is now being pumped out, & mining will soon be extensively carried on. There is a fine seam of coal 7 ft. thick now well opened & the samples tested on the locomotives give evidence of its being an excellent steaming coal. (Nov., '99, pg. 326.)

Kent Northern, N.B.—Considerable improvements were made during the past year, a large number of ties being replaced, several miles being laid with new steel & a good deal of ballasting being done.

Manitoba & Southeastern.—It was expected to have track laid to War Road, Minn., 115 miles from Winnipeg, before Christmas, but this was not accomplished, owing to the unfavorable weather. All the grading to War Road is ready for the track, & we were informed on Jan. 2 that it was hoped to complete the tracklaying to that point by the middle of Jan. (Dec., '99, pg. 352.)

A meeting was recently held at Pelan, Minn., comprised of delegates from Roseau & Kitson counties, Minn., & Drayton, N.D., to consider the question of securing an extension of the Minnesota & Manitoba Ry., the subsidiary of the Manitoba & Southeastern, from War Road, Minn., westerly to Drayton on the west bank of the Red River, about 30 miles south of the International Boundary. One of the speakers, C. A. Moody, said he had the personal assurance of Mr. Mackenzie that the road would be built. The meeting unanimously passed a resolution in favor of the building of the line, & of granting free right of way for it. A committee was appointed to wait on Mackenzie, Mann & Co., in connection with the matter.

Northern Pacific.—A survey party has run a line for a proposed extension to Neepawa, Man. (Nov., '99, pg. 327.)

Ontario & Rainy River.—On Jan. 1 the ratepayers of Port Arthur almost unanimously passed a by-law granting the Co. \$50,000 in 4% 30 year debentures, & exempted it for 21 years from general taxation, the Co. agreeing that it, or any company that it may become amalgamated with, will make Port Arthur its Lake Superior terminus, will build a station & general offices between Arthur & Bay streets, will handle its freight traffic within a mile of Arthur St., & will build a round house, work shops, & a grain elevator of 1,000,000 bush. capacity within 1½ miles of Arthur St. The Co. has purchased considerable of the water front necessary for the lake portion of its terminals, & will likely complete the balance very soon.

On Jan. 9 we were informed as follows:—“Track has been laid west from Stanley 18 miles, & 10½ miles have been ballasted. With the exception of two small cuts, which will be finished in a week, 40 miles of grading are ready for the track, which we hope to get laid, & will if weather permits, before closing down for winter. For the next 40 miles grading is being done, & will be continued where practicable all winter, & this will be ready for track early next season.”

A Minnesota despatch says that the Minne-

sota & Ontario Bridge Co. has been incorporated with \$300,000 capital to build an International bridge over the Rainy River for this line, that the bridge will be a mile long, will cost \$200,000 & will be completed in a year, & that a bill of authorization is pending in the U.S. Congress.

Pontiac Pacific Jet.—The three miles, which have been completed on the Aylmer-Hull extension from Aylmer to Deschenes, have been approved by the Government inspector. The shareholders have approved of the contract given H. J. Beemer to build the Aylmer-Hull line, 9 miles, & of the issue of \$180,000 bonds as collateral security to him. (Dec., '99, pg. 353.)

Prince Edward Island.—The time for receiving tenders for the construction of about 10 miles of the Murray Harbor branch was extended to Dec. 26, 1899, & no announcement has been made as to what action, if any, has been taken. The section in question is to be completed by Aug. 1 next. (July, '99, pg. 210.)

Midland of Nova Scotia.—Now that this line has been practically completed between Windsor & Truro, with the exception of the bridge over the Schubencadie river, its further extension is being agitated. The Co.'s charter empowers it to continue the line from Truro to Brule, Colchester Co., a harbor on Northumberland Strait, & also from Windsor south to connect with the railways of the Atlantic coast. It is urged that the construction of an extension to Brule would be a great advantage for Prince Edward Island traffic. About the middle of the century what is said to have been most satisfactory & very regular communication was in effect between Charlottetown, P.E.I., & Brule Harbor. From Charlottetown to Halifax by way of Pictou is 170 miles, while by way of Brule it would only be 110 miles, & on the through route to Yarmouth there would be a saving of about 110 miles, provided the Midland is also extended south from Windsor to connect with the line now being built by the N.S. Southern Ry. from New Germany to Shelburne. (Dec., '99, pg. 352.)

Ottawa & New York.—A Cornwall, Ont., despatch of Dec. 16 says: “The Degnon, McLean Co. has closed down its works here for the winter. This year it has built a new pier on the site of the one that collapsed last year. This pier has been sunk by pneumatic caissons to bedrock, some 20 or 30 ft. below the river bottom. The pier, which remained standing under the end of the sole remaining span of the South bridge, has also been taken down & similarly rebuilt. Next spring it is understood that the D. McL. Co. will strengthen the piers of the big cantilever bridge over the North Channel. One of these piers will be reproped with huge blocks of stones, which will protect it against the action of the ice. The other pier will be surrounded with a caisson of steel, which will be filled with concrete. The small pier on the canal bank will be taken down & rebuilt, as the Co. is taking every precaution to make the bridge safe & strong.”

The Rutland-Canadian R.R. is being built from Burlington, Vt., to Rouse's Point, N.Y., & Noyan, Que., a distance of 45 miles, the portion in Canada being constructed under the charter of the Rutland & Noyan Ry. Co. The grading has been completed, with the exception of about 6 miles of rock excavation & of rubble embankment in the lake. To Dec. 31 18 miles of track had been laid, 14½ in Vermont & 3½ in Canada, in unconnected sections. The maximum grade outside of yard limits is 1° 30'; the maximum grade in the direction of the principal traffic is 0.57%, which is for only a short distance & is laid with 80 lbs. steel. The principal stations are at Burlington, South Hero, Grand Isle, North Hero, Isle la Motte, Alburg, Vt., & Noyan, Que. (July, '99, pg. 210.)

At Rouse's Point the Central Vermont owns the east end of a bridge which crosses Lake Champlain from the Vermont to the New York shore, while the Ogdensburg & Lake Champlain, which is controlled by the Rutland Ry. Co., owns the west end of the bridge to the center of the draw. On the night of Dec. 23 100 men were put at work by the Central Vermont laying track from the east end of the draw to the New York end. At the same time the Rutland Co. put on a force of men laying from its half of the bridge. To prevent the Rutland people from continuing their work, the Central people chained a heavy locomotive to the track, but the Rutland attached three engines to the Central locomotive, broke the chain which held it, & hauled it into their roundhouse at Rouse's Point. When the Central Vermont workmen quit work for the night, the Rutland officials put a force of men to work tearing up the track laid by the Central workmen. This resulted in a free fight, in which one man was thrown into the lake & another knocked insensible with a plank. At last accounts the difficulty had not been settled. A Plattsburg despatch of Dec. 27 said: “The Rutland road has been victorious so far, & its employees are rapidly completing the spur of the new drawbridge, which will connect its bridge with its tracks on the Alburgh, Vermont, shore. The Rutland still retains possession of the engine captured from the Central Vermont. The next move of the C. V. people is awaited with interest. Its tracks which were torn up, have been re-laid, & traffic over the old bridge has been resumed.”

Shore Line, N.S.—It is said a steel draw bridge, 130 ft. over all, will be built over the Lancaster River at Musquash.

Spokane Falls & Northern.—The new passenger station at Spokane, Wash., proposed by the Great Northern, will be on the island between Washington & Howard Sts. Access will be made to it by a steel bridge on Washington St. & another steel bridge will connect the structure with the Howard St. bridge across the south channel of the river. The station is to be 350 ft. long & 50 ft. wide & 2 stories high. The 1st floor will include the waiting rooms, ticket office, baggage rooms, etc., while the 2nd will be given up to the offices of the S.F. & N. & Great Northern. The present S.F. & N. station will be abandoned & the present Union station will be given over exclusively to the O. R. & N. It is understood that the freight shed will be about 50x600 ft. —Railroad Gazette.

Toronto, Hamilton & Buffalo.—Owing to the increased freight business of this Co. & the C.P.R. at Hamilton, an extension of about 150 ft. to the Hamilton freight shed is contemplated. On Dec. 21 we were officially advised that the matter had not been definitely decided, but it was expected to be settled at an early date. The engine house at Hamilton is also expected to be doubled in size, to accommodate the increased number of locomotives purchased during 1899. (Dec., '99, pg. 353.)

The Victoria & Sidney Ry. has asked tenders for building a wharf to replace the old one at Sidney, B.C. A spur is being built from the main line to the wharf.

Elevator at Meaford, Ont.—Since pg. 6 of this issue went to press the Botsford-Jenks Co. of Port Huron, Mich., advise us that consequent on the passing by the Meaford ratepayers of a by-law granting a bonus of \$25,000, they will build at Meaford a modern fast elevator that will handle grain as quickly as any elevator on the lakes & will have a storage capacity of about 600,000 bush. They will commence work early in the spring & expect to have the elevator ready for business by Aug. 1.