

Coal Co.'s line from Coutts, at the International boundary, to Lethbridge, will be widened by Oct., 1902. The work on the G.F. & C.R. will be done by the Great Northern Ry., and that on the Alberta Ry. and Coal Co.'s line by the latter company, 60-lb. rails will be laid, and in general respects the line, as widened, will be up to the standard of the prairie sections of the various trans-continental lines. The consideration to be paid by the Great Northern Ry. for the G.F. & C.R. is \$750,000, and the deed making the transfer has been filed in Cascade county, Mont.

Great Northern Ry. of Canada.—Work is reported to have been commenced on the doubling of the terminal facilities at Quebec, in order to accommodate the increasing freight business which the G.N.R. is bringing in for shipment to Great Britain. Increased equipment has been provided for the elevator, and the discharging of barges and other vessels having cargoes of western grain can now be carried on by means of a marine leg simultaneously with the elevating of grain from railway cars. All the available storage on the wharves is taken up, and new sheds, one being already completed, 850 ft. long by 80 ft. wide, are being constructed to provide for the handling of the business. Four vessels are being operated in connection with the G.N.R., by the Leyland line instead of two, as was arranged at the beginning of the season, and it is expected that these will be run until Jan.

Bids are asked for bridges as follows: 160 ft. span over River Ste. Anne; 100-ft. deck span over Blanche river; 100-ft. span over Moine river; one span 200 ft., one span 100 ft. and 2 spans each 50 ft. for bridge over Batiscan river; 3 0-ft. span over River des Envies, and 125-ft. span over Charest river. Also for four viaducts, 325 ft., 330 ft., 400 ft., 560 ft. long, composed of 30, 40 and 60 ft. spans. All steel to be built to class 1, Dominion Government specifications. Tenders are to be sent to A. E. Doucet, Chief Engineer, Quebec.

We were recently officially informed that contracts had not been awarded for the cut-offs between Garneau Jct. and St. Catherines, Que., and between Hawkesbury and South Indian, Ont. (Sept., pg. 273.)

Great Northern Ry. (U.S.)—Work is reported to have been commenced on two additional tunnels on the line between the International boundary opposite Cascade, B.C., and Republic, Wash. The longest tunnel is near Cascade, and is 850 feet long, whilst the second is to be 250 feet in length, and is situated near Curlew, Wash. P. Welch has the contract for the Cascade tunnel. Porter Bros. are building all the bridges as well as the false work for the steel bridge over the Columbia; and Mr. Van Norman is the contractor for the culverts on the section of the line between Marcus and the boundary at Cascade, B.C.

Surveys are reported to have been completed for the construction of a line about 60 miles in length from Jocko, Mont., on the Northern Pacific Rd., to the Great Northern Ry., in order to give a more direct connection between the Crow's Nest coal-fields and Butte, Mont. The probable point of junction with the G.N.R. will be near

Athens, 18 miles west of Kalispell, and 63 miles east of Jennings, the junction with the line now in construction from the Crow's Nest district.

It is reported that a line will be built from Great Falls, Mont., to Billings, Mont., about 190 miles, as an extension of the Great Falls and Canada Ry., recently purchased by the G.N.R., and now being widened to standard gauge.

See also Crow's Nest Southern Ry., Red Mountain Rd., Vancouver, Westminster & Yukon Ry., and Victoria, Vancouver & Eastern Ry.

The Halliburton, Whitney and Mattawa Ry. Co. gives notice of application to the Ontario Legislature for an Act extending the time for the commencement and completion of its railway, and for altering the location of

construction of the line is to be at the rate of \$13,500 a mile instead of \$10,000, the Government having been unable to enter into a satisfactory agreement at the lower figure. This loan is to be advanced either in cash or in Provincial stock or debentures bearing interest at 3½%, as the work progresses, provided that up to the time of the laying of the tracks the sum advanced shall not exceed 75% of the total sum to be loaned a mile; that a further 20% shall be loaned as track-laying proceeds, and that the remaining 5% shall be paid on the final completion of the whole undertaking.

In return for this loan the Co. agrees to construct a standard gauge line from a point on the I.C.R., near Halifax, to Barrington Passage, and also from the junction with the Nova Scotia Central Ry., at or near New

Germany to Caledonia Corner, in accordance with specifications attached to the contract, unless deviation therefrom be authorized by the Government, and to have the lines in operation by Dec. 31, 1903. No work is to be commenced unless plans and profiles have been deposited with the Government. Due provision is made for the equipment and operation of the line, for the making of traffic arrangements with other lines, and for the approval by the Government of the passenger and freight rates. Provision is made for the repayment of the loan, less \$3,200 a mile, the usual Provincial bonus, at the end of 40 years, with interest at 3½% a year, but the Co. may repay the loan at any time without notice. Interest is to be paid to the Government for temporary advances during the construction of the work, such interest to cease on the full completion of the work. A first mortgage of the line and all its franchises and equipment is to be executed to the Government, which may enter into possession if default be made in the payment of interest, but not unless such default occurs after three years from the opening of the line.

The total mileage to be constructed under this contract is said to be 180 miles, including the New Germany-Caledonia branch, which was commenced under the Nova Scotia Southern Ry. Co.'s charter, (April, 1900, pg. 115). As stated in our Sept. issue, H. K. Wicksteed, C.E., is making a survey for the line. He recently started at Shelburne, and is working towards Halifax. Location parties are following up the general survey as fast as possible.

The line will be located as close to the Atlantic coast as the physical features of the country will allow, and the principal places to be served will be Shelburne, Lockport, Liverpool, Bridgewater, Malone Bay and Chester. The work will be a big undertaking, owing to the nature of the country through which it will pass, and the large number of heavy bridges that will have to be built. The engineers in charge of parties are: L. H. Wheaton, M. Murphy and J. J. Taylor.

Reports are being circulated to the effect that the charter of the Nova Scotia Southern will be absorbed by the H. & S.W., and that the Midland Ry., together with the lines to be constructed by the Nova Scotia Eastern Ry., will also be acquired, so as to give Mackenzie, Mann & Co.'s lines a through connection from Yarmouth to the Strait of Canso, and thence to the coal fields of Cape Breton



THE DUCHESS OF CORNWALL AND YORK'S BOUDOIR, CAR CORNWALL, C.P.R. TRAIN.

the proposed line between Whitney and Mattawa on the Ottawa river, so as to assure a more direct route between these two points.

Halifax & Southwestern Ry.—The contract between the Nova Scotia Government and the Halifax and Southwestern Ry. Co. for the construction of a railway from Halifax to Barrington Passage, was signed at Halifax on Aug. 30 by C. E. Church, Commissioner of Public Works, and W. Mackenzie, of Mackenzie, Mann & Co., of Toronto, for himself and co-directors. The contract has been entered into under the terms and conditions of the special act passed last session providing for the construction of a line from Halifax to Yarmouth, and the charter recently granted to Mackenzie, Mann & Co., details of which were given in our Sept. issue, pg. 257.

Under the provisions of the contract the terms proposed by the Government in the act are varied and the loan to be granted for the