

tract had been given A. B. Mann for grading 10 miles in the neighborhood of Lake Shebandowan. We are informed that the contract is for 4 miles only & work is already proceeding on it. The same report stated that Mr. Johnstone, of Parry Sound, had been awarded a contract for clearing the right of way. On July 22 we were informed that no contract had been signed with Mr. Johnstone, but that one was in contemplation. Chief Engineer White is reported to have stated in Winnipeg recently that 80 miles will be completed this year. (June, pg. 176).

A temporary pile trestle, strong enough to carry a train & to be used as false work in erecting the permanent bridge, has been built over the Kaministiquia River. The crossing is only 250 ft. wide & it will probably be spanned by two 135 ft. steel trusses just clear of high water.

It is said the Co. has bought no. 5 dock at Port Arthur, from T. Marks & Co.

A recent despatch from Fort William gives information of a pending sale of iron ore land in the Atikokan range. The parcel under negotiation has an area of 1,200 acres, embracing 15 locations. The Atikokan range lies to the south-west of Lake Shebandowan, nearly 100 miles west of Fort William. It is to be tapped by the O. & R. R. Ry., & is only 32 miles from the line of the C.P.R. It rises 60 to 125 feet above the level of the plain, it runs in two veins—the one 30, the other 60 ft. wide—is described as from 300 to 400 ft. in thickness, & can be traced 4 or 5 miles. This body of high-grade iron belongs to the magnetite variety. Fifty miles nearer the lake shore are the famous hematite deposits on the Mattawin River.

The Ottawa & New York Ry. has two gangs of men at work on the bridge over the St. Lawrence at Cornwall, & it is expected the structure will be completed by Nov., when the road will be in a position to run through trains between Ottawa & New York. Most of the rolling stock is south of the river & will not be brought into service until the bridge is completed. (May, pg. 136.)

Pontiac & Pacific Jet.—On July 25, nine men started work a short distance west of

Deschene on the extension of this line from Aylmer to Hull. It is said the force will be increased shortly. The City of Hull is likely to give the Co. a bonus towards the cost of its terminals. (May, pg. 137.)

Prince Edward Island.—The Dominion supplementary estimates provide \$250,000 towards the construction of a branch from Charlottetown to Murray Harbor, including a bridge over the Hillsborough River. The Provincial Government has agreed to pay \$12,000 a year towards the interest on the cost of the bridge. Murray Harbor is on the s. e. coast of the Island. The estimated cost of a combined railway & traffic bridge over the Hillsborough River is estimated at \$800,000. The length of the branch would be about 50 miles, its estimated cost, narrow gauge as is the rest of the line, being from \$7,500 to \$8,000 a mile. The branch would pass through one of the best & most prosperous districts of the Province, & the Hillsboro' River bridge would be a great convenience to people living east of the river, who now have difficulty in reaching Charlottetown when the ferry traffic is interrupted by ice. A preliminary survey of the proposed line was made for the Department of Railways some 5 or 6 years ago, & a more complete one was made in 1897 by H. J. Mackenzie, C.E. (July, '98, pg. 130, May, '99, pg. 137.)

The Rutland-Canadian Ry. Co. is building a line from Rouse's Point to Burlington. There are 600 men employed on the work, which, it is expected, will be completed by Sept. 1, after which date the Co. will run through trains from Montreal to Burlington, & also from Sorel, Que., to New England points. The company will also construct a line from Lacolle to connect with the Richelieu Valley Ry., giving a through service from Sorel to New England points. Besides this it is almost decided to construct a line from St. Lambert, opposite Montreal, direct to Rouse's Point, to connect there with the Rutland Co.'s system; that also includes the railway from Burlington, Vt., to Bellow's Falls. —Railway World (June, pg. 176).

White Pass & Yukon.—On July 6 the first train reached Bennett from Skagway, the

event being fittingly celebrated. The last spike, of gold, was driven by Mrs. E. C. Hawkins, wife of the Chief Engineer, & was withdrawn & presented to her. With rail from the ocean to the head of navigation on the Yukon, the problem of Northern transportation is vastly simplified. It is said to be the intention of the Co. to extend the road as rapidly as possible, the objective point being Fort Selkirk, at the mouth of Pelly River. It is hoped that before navigation opens next year the line will be built as far as White Horse Rapids, which will render the transfer of freight from small to large steamers unnecessary. There are no serious difficulties in the way of construction beyond Lake Bennett. There is doubtless the usual amount of heavy work, but it is of such a character that a large force of men can be used to advantage.

A press report says H. B. LeFevre, of the Co.'s engineering department, has reached Skagway after a hard trip up the Watson river & along the foothills to the Fifty-Mile, below White Horse Rapids. Most of the country through which he passed is entirely new to map-makers, & no signs of trails, mess debris, chopping or other evidence of previous visitation could be found. As a consequence a number of important streams, lakes & prairies were discovered & named. Some of the lakes are quite large & teeming with trout. The lower lands of the country explored are almost entirely devoid of rock, & show no signs of mineral. On the Fifty-Mile river declivity the country is cut up with large potholes. Many of these contain lakes of the purest water. A curious peculiarity lies in the fact that their outlets & inlets are altogether subterranean. They receive their supply from the bottoms of lakes above, & their overflow percolates through their lower banks to lakes below.

The Canada Ry. News Co. gives notice that it will apply to the Governor-General-in-Council for supplementary letters patent extending its powers so as to enable it to carry on the business of catering & keeping restaurants & hotels. The Co.'s head office has been removed from Montreal to Toronto.

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