

River was thoroughly discussed, President Hill writes that there is no truth in the report that the Co. contemplates building a line between the cities named.

A B.C. correspondent writes: "Engineers of the Great Northern are locating a line into the Lardeau & Trout Lake district to tap them. It is said this is a scheme of Mr. Hill to extend the Bedlington & Nelson Ry. up to the east side of Kootenay Lake, to ultimately connect with a line in the Trout Lake district. The C.P.R. does not view this intrusion with favor, & has decided to offset it by losing no time in building into the country itself. Mr. Hill has shown himself so active that the C.P.R. will lose no more time in checkmating him."

Great Northwest Central.—We are advised that Engineer Dancer is out with a party surveying a line east from Rapid City, Man., in the interests of this Co., which, it is said, intends building an extension from Rapid City eastward towards McGregor, Portage la Prairie, or some other point on the main line of the C.P.R. This line if built would occupy the territory between the main line of the C.P.R. & the Manitoba & Northwestern Ry., over which the Northern Pacific has been preparing to build an extension from Portage la Prairie. The G.N.W.C. now starts from the main line of the C.P.R. at Chater, one station east of Brandon, & runs nearly due north to Rapid City, & thence to its terminus at Hamiota. The eastward extension spoken of would give a very direct line from Hamiota eastward, & would considerably shorten the distance to Winnipeg.

Intercolonial.—In answer to a recent question in the House of Commons, as to whether contracts had been entered into for the supply of 5,000 tons of steel rails for the I. C. R., & 1,000 tons for the P. E. I. Ry., the Minister of Railways replied that tenders had been asked & the contract given to F. E. Came, of Montreal, who was the lowest tenderer, at \$19.25 per ton, delivered, but Mr. Came declined to enter into a contract. Subsequently the Government entered into an arrangement with the Illinois Steel Co. & the Cambria Steel Co. to supply 5,000 tons each at \$20 a ton delivered. Neither of these companies were among the original tenderers.

Rhodes, Curry & Co., Amherst, N.S., have secured the contract for building the grain elevator at St. John, N.B. It is said the price is about \$175,000.

The Dominion estimates for 1899-1900 contain the following items. For purpose of comparison the 1898-99 items are also given.

	1899-1900	1898-99
Original construction.....	\$ 2,000	\$ 2,000
Increased accommodation at		
St. John.....	445,000	250,000
Strengthening iron bridges.....	100,000	50,000
Excavating roof, Morrissey		
Rock Tunnel.....	3,000	
Drop pits.....	6,000	
Enlarging engine houses.....	15,000	

Inverness & Richmond.—No definite announcement has been made as to when construction will be gone on with, but it is understood that financial arrangements to that end are in progress. The Co. has a Dominion subsidy of \$3,200 a mile for the 53 miles from Port Hawkesbury to Port Hood & Broad Cove. The County of Inverness has voted \$1,000 a mile for 100 miles, & the County of Richmond has voted \$1,000 a mile for the 6 or 7 miles which will be within its borders, on condition that the line runs south to Cariboo Cove, and connects with the I.C.R. The Nova Scotia Government has not made any grant, but it has the power to do so to the extent of \$3,200 a mile by Order-in-Council.

Kingston & Pembroke.—A start has been made replacing the wooden bridges over streams with iron structures.

Kootenay Railway & Navigation Co.—We are officially advised that construction on the Bedlington & Nelson Ry., & the Kootenay Valley Ry. is being pushed to completion with all possible haste & that it should be completed by the end of Aug., possibly earlier. (April, pg. 117.)

Manitoba and Northwestern.—Considerable work will be done this season, including the strengthening of bridges, making them permanent by filling in approaches and renewing abutments; also ballasting the line. Large quantities of ties are being floated down the rivers to be accumulated at Minnedosa & Birtle, & distributed from there over the line.

Manitoba & Southeastern.—A contract has been let to Neil Keith for the completion of this line, from La Broquerie, to which point it was built last year, to the International Boundary, some 50 miles. When in Winnipeg recently W. Mackenzie said he hoped to be able to reach Rainy River by fall, but of this he could not speak with positiveness, as there might be difficulties of engineering & other contingencies to contend with that had not yet presented themselves. The line had been located to the river, & the connecting link from the east had also been located for the greater part of the distance, & it was his Co.'s intention to have the line in operation to the head of navigation just as soon as possible.

H. Baxter, C. H. Childs, C. E. Sanford, E. W. Hawley & D. W. Knowlton have been incorporated in Minnesota with a capital of \$1,000,000 as the Minnesota & Manitoba R.R. Co. to build the portion of this line which runs through Minnesota between the International Boundary & Rainy River. (Apl., pg. 117.)

Midland of Nova Scotia.—Contracts have been let for the superstructures of the bridges between Windsor & Truro. There will be a bridge of 5 spans of 220 ft. & a 34-ft. lift draw over the Shubenacadie river, & two spans of 120 ft. & a 34-ft. lift draw over the St. Croix River. There will also be 9 spans, plate & lattice girders, 30 ft. to 100 ft. openings. It is expected track laying will commence in June, & that the line will be opened for traffic this year. (Mar., pg. 72.)

In reporting on this line, Provincial Government Engineer Murphy says the work is being conducted in a very satisfactory manner. Work throughout last season was vigorously prosecuted. There have been no complaints respecting payment for wages or for materials. Evidently, the works have not been carried on with the object of completing short lengths to enable the Co. to draw subvention on 10 mile sections; operations extend throughout, & payments are being promptly made as they proceed. The line is favorably located for heavy freight traffic. It begins & terminates at about the same level, just above the littoral of the Bay of Fundy. Its greatest elevation is on the summit of the water shed dividing the Kennetcook & Five Mile Rivers, & that is only 145 ft. above tide. Of the 57 miles in its extent, 22 will be operated on level rails; there is no heavy gradient anywhere on the line. The curvature is also very favorable. Beginning within the station ground of the Dominion Atlantic Ry. at Windsor, the route follows the St. Croix River, crossing it at 3½ miles. It follows the Hibert River Valley from the 5th to the 8th mile. It follows the Kennetcook River from the 11th to the 34th mile, and from thence descends the valley of the Five Mile River to its confluence 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.

Musquodoboit.—This project, so long advocated & so frequently urged upon the consideration of both the Federal & Nova Scotia Governments, for constructing a line from Dartmouth through the settlements of Waverley, Meagher's Grant, Little River, & Upper & Middle Musquodoboit, has been again re-

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