

C. Baillarge, city engineer of Quebec, said that he thought the new bridge was magnificent & wonderful. There was nothing like it on the face of the globe. He mentioned the bridge on the Firth of Forth with two spans of 1,400 ft., & the wonderful Brooklyn bridge, but these were not to be compared in the matter of strength with this bridge. He was present at the inspection when a train passed over, & there was not so much as a tremor visible in the bridge.

Mr. McNabb remarked that Mr. Blackwell, father of the chairman, K. W. Blackwell, & then managing director of the G.T.R., was the first man who crossed the tubular Victoria bridge, & J. Duckworth, foreman of the bridge, had held that position since its inception. Those who visited the bridge in the afternoon saw Mr. Duckworth, who held the golden rivet which the Prince of Wales drove home in declaring the old bridge open.

Surveys, Construction & Betterment.

Atlantic & Lake Superior.—The extension from New Carlisle to Paspebiac, 3 miles, mentioned in our Nov. issue, pg. 237, has been completed. It is said to be probable that the line will be further extended east to Gaspé, 70 miles, this year, & that the portion of the western end between St. Francois du Lac & Levis, Que., will also be built. A wharf 1,600 ft. long, with an elbow 200 ft. wide at the end is being built at Paspebiac. It will accommodate vessels of the largest tonnage, & will have at low water a depth of 36 ft. (Nov. '98, pg. 237.)

Brandon & Southwestern.—Construction was not started on this line last season, the matter turning out as we predicted, though a survey was made. D. H. Purden, President of the Co., has given notice of application to the Dominion Parliament for power to extend the proposed line from some point in townships 1 & 2, westerly to the boundary of Manitoba & to change the head office from Winnipeg to Brandon. (Dec. '98, pg. 261.)

Canada Atlantic.—There is no later news about the proposed Union Station in Ottawa than we published last month (pg. 261) except a rumor that a scheme is on foot there for the formation of a company which proposes to buy up the rights of the Canada Atlantic, Parry Sound, Canadian Pacific & Ottawa & New York Rys. to the central facilities, & then operate the terminal, charging each railway according to the number of trains handled daily. It is proposed to erect a modern Union Station.

An iron bridge has been erected at Eastman's Springs, over a creek which for some years past has washed away the tracks during the spring floods. The bed of the stream here has been dredged out, & it is expected this will allow the volume of water to pass without damaging the road.

It is proposed for the C. A. Co. & the city of Ottawa to jointly build a bridge over the C.A. tracks at Maria St. & the Rideau Canal, Ottawa, at a cost of about \$40,000.

Cassiar Central.—We have been unable to ascertain anything further as to the intentions of this Co. in regard to construction. The Consulting Engineer, E. D. Self, wrote us Dec. 23: "In regard to the work of the Co. I will say that plans are being formulated for its continuance." (Dec. '98, pg. 262.)

Cariboo.—As we have previously mentioned, the terms of the charter require that construction be commenced by May next. The Secretary recently wrote us from England that the starting point will be either Ashcroft or Kamloops, B.C., & the northern terminus will likely be Barkerville. He added that nothing had been decided as to inviting tenders. The point of departure, the gauge & in fact the whole scheme was then being con-

sidered & discussed & steps were being taken to put the matter in train, from a financial point of view. (Nov. '98, pg. 237.)

Detroit River Bridge.—A recent press telegram from Washington, D.C., said A. C. Raymond, Attorney for the C.P.R., had stated there that the Canadian Pacific, Grand Trunk, Michigan Central & Wabash lines had practically agreed on the construction of a bridge across the Detroit River, but that the question of location had to be determined, though it was thought the bridge would be built below 18th St. We are officially informed that as yet only the G.T.R., the M.C.R. & the Wabash are interested in the project, & not the C.P.R.

Attorney H. Russell, of the M.C.R., says the bill introduced at Washington by Senator McMillan & Congressman Corliss for a bridge across the Detroit River, is entirely new & has nothing to do with those that went before it. It is in the interest of the Detroit River Bridge Co., organized by M.C. people, but which is open as a corporation to all other Detroit roads that run ferries on the river or that may do so in the future. Otherwise it is the same as the G.T. & Wabash bills, except as to location. It provides for a location anywhere from the northeasterly city limits to a point not more than 2½ miles southwest from the southwesterly city limits. This Co. has filed articles of incorporation with the Secretary of State at Lansing, Mich., capital \$2,000,000, with a small amount paid in. The railways having agreed on the matter, there will be no division of forces in presenting the matter to Congress. The bill provides for crossing the river on 3 spans, with 2 piers in the navigable channel. The width of the river within the city limits varies from 1,950 to 2400 ft. The estimated cost of the bridge is between \$4,000,000 & \$6,000,000.

East Richelieu Valley.—The line from Iberville to Noyan Jct. has been built under this name. The portion from Iberville to Henryville, 11.78 miles, was built in 1897, & from Henryville to Noyan Jct. about 10½ miles, in 1898. At Noyan Jct. connection is made with the Canada Atlantic. The line has been opened for traffic & is being operated by the United Counties Ry.

Great Northern of Canada.—The following press dispatch was sent out from Quebec Dec. 24:—"The G.N. Ry. has succeeded in completing arrangements to assure the construction at once of the remainder of its line in order to give Quebec district connection with the Canada Atlantic Ry. Understanding the importance of pushing the works to a finish without further delay, it appears that, as the result of an appeal to its stockholders, \$200,000 have been subscribed, while a U.S. syndicate, chiefly composed of Boston capitalists, has taken an interest in the undertaking to the extent of \$500,000. On the strength of this financial backing, a contract has been entered into with Mr. Macdonald for the construction of the last 88 miles of the line, & it is understood that on his return from England shortly preparations to go on with the work this winter will be immediately begun." We are officially informed that arrangements for construction have not yet been completed, but that prospects for continuing the work this year are promising.

The 88 miles referred to is no doubt the section between Shawenegan & Montcalm, near Joliette, 53 miles, on which some work has been done, & the link of 35 miles from St. Jerome to Grenville, on the Ottawa River, where a bridge for which a very favorable location has been surveyed, will have to be built to connect with the C.A. The G.N. is controlled by & operated in connection with the Quebec & Lake St. John Ry., & the through route from Quebec to Hawkesbury would be as follows:—From Quebec northwesterly for 58 miles by the Q. & L. St. J.

Ry. to Rivière a Pierre Jct. From the latter point westward to St. Tite, 33 miles, by the Lower Laurentian Ry., also operated by the Q. & L. St. J. From St. Tite to Shawenegan, 22 miles, by the G.N. line, already built. Then comes the 53 mile section from Shawenegan to Montcalm, referred to above as having had some work done on it. From Montcalm to St. Jerome for 28 miles the G.N. is already in operation. From Jerome to Grenville there is 35 miles to be built, as explained above. Further information about this line will be found on page 19 of this issue. (See Jne., '98, pgs. 86 & 98.)

Great Northern (U.S.A.)—When at New Westminster, B.C., recently President J. J. Hill said the G.N. would cross the Fraser River & get into Vancouver some day, but when he could not state, adding: "Not another mile of railroad building in the West until the country is developed & actually needs the construction, & until such extension will be a business investment."

The B.C. Weekly says: "The brusque equivocations & general reticence of President Hill, on the occasion of his recent visit to Nelson & other Kootenay points, have not deceived the Kootenay public. They are well aware he did not visit their country for nothing, but instead with big schemes in view. These probably include the taking up of Mr. Corbin's projects for securing further railroad access from the South into the Kootenay & Okanagan country."

It is said the G.N. has a survey party running a line from Jennings, Montana, north, following the meanderings of the Kootenay River, & that a second party is in the Stillwater valley trying to get a line on the north fork. The objective point of both parties is said to be Fort Steele, B.C.

A Rossland, B.C., paper says the G.N. is surveying a line from Trail, B.C., on the Columbia River west to Sayward, so as to tap the Salmon River & Ymir districts, & to carry any ores from there that may be consigned to the Trail smelter, thus competing directly with the C.P.R. It is said the G.N. will put a steamer on the Columbia river between Northport, Waneta, Sayward, Trail & Waterloo, the object of which will be to carry ores from any point upon the river to either of the two smelters. The impression in B.C. is that the G.N. is going to make a tremendous effort to secure a good share of the Kootenay traffic.

It is said surveys are being made for a cut off from Milan on the G.N.'s main line, 24 miles east of Spokane, to Loon Lake, on the Spokane & Northern, 39 miles north of Spokane, which would reduce the through distance from the east to Rossland, Nelson & other B.C. points about 40 miles.

Press reports say the advisability of working the section between Leavenworth & Skykomish, 66 miles, by electricity, is being considered. The Cascade tunnel, which will be completed in about 2 years, & will be 2½ miles long, is in this section. There is plenty of water power, & the grades are not severe.

Great Northwest Central.—A petition is being circulated along the projected route of this line, asking for Dominion Government pressure to be brought to bear on the Co., to compel it to extend the line, & 3,000 signatures are promised. It is contended among the settlers that if the fact that the 50 miles in Receiver Forest's hands are more than meeting working expenses, coupled with the close settlement contiguous to the line for the next 100 miles are not sufficient incentive for the Co. to construct more than 20 miles this year, the Co. should lose its charter.

Intercolonial.—The improvements to the terminal facilities at St. John, N.B., include the erection of a pier & warehouse at Long Wharf, & a grain elevator a little north of the present passenger station, with a conveyor