

competent foremen, Owen McKay, the Co.'s Chief Engineer, having charge of the work.

The extension was inspected by the Dominion Government's inspecting engineer, Mr. Johnston, on June 26th, and passed. Trains commenced running July 1. It is expected to have the extension finally completed by Oct. 15.

The Co. has built a slip at Sarnia for the purpose of operating a car ferry to Port Huron, where connection will be made with the Pere Marquette line, with which traffic arrangements have been concluded. The L.E. & D.R.R. has purchased the International, one of the car ferries formerly operated by the G.T.R., and will place it on the service as soon as the Pere Marquette Rd. has completed its slip at Port Huron. This will provide a new through route for freight between Michigan, via the P.M., and the Ohio lines converging on Conneaut, Ohio, to which point the L.E. & D.R.R. operates a car ferry from its termini at Rondeau and Port Stanley.

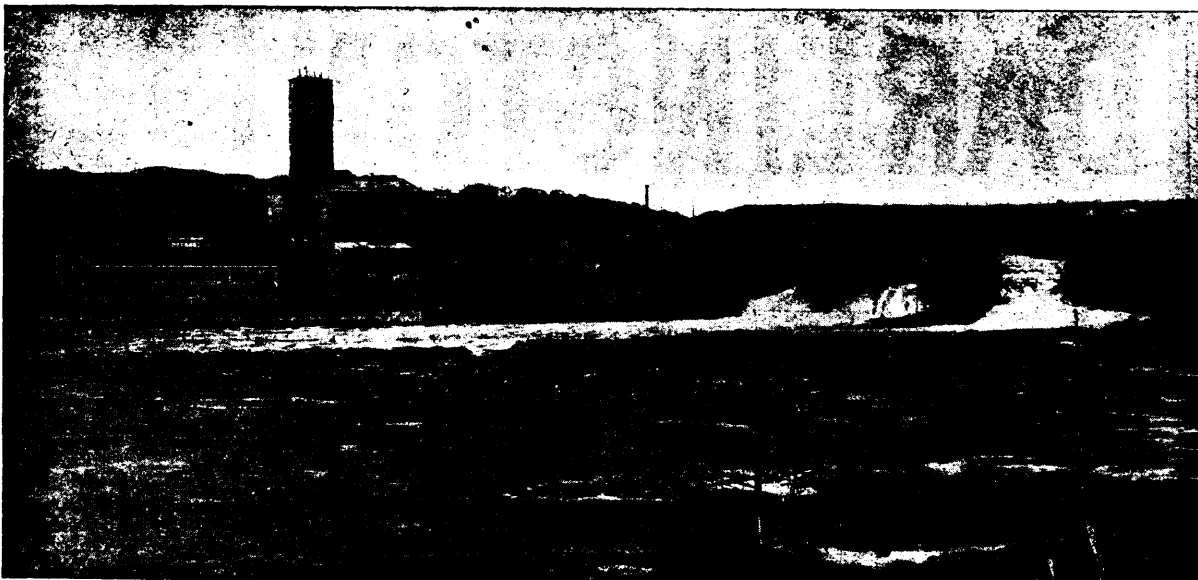
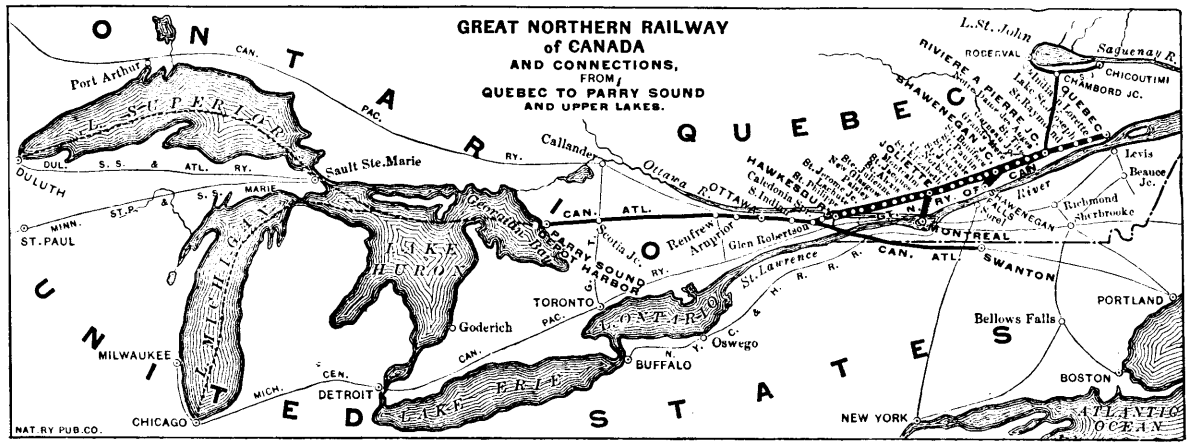
Great Northern Railway of Canada.

This recently completed line extends 226 miles from Quebec, 22 ft. above sea level, to Hawkesbury, Que., 228 ft. above sea level. From Quebec to Riviere à Pierre, 58 miles, the Quebec and Lake St. John Ry. is utilized for the present. From Riviere à Pierre to St. Tite, 33 miles, the Great Northern bought the Lower Laurentian Ry. and operates it as part of the main line. On this portion, the railway passes through the growing towns of Notre Dame des Anges, St. Thécle, and St. Tite, other points of importance being Rousseau's Mill and Lac aux Sables. The lumber industry of these various places is very considerable; there are several brick yards, quarries, and charcoal kilns, also, the charcoal being principally used by the Radnor forges. At St. Tite the new portion of the G.N. Ry. begins, and at Garneau Jct. the railway crosses

the C.P.R.'s Piles branch, which runs from Three Rivers to Grand Piles. Garneau Jct.'s importance lies in the fact that it will be the junction point of the cut-off which the G.N.R. proposes to build from St. Catherine's on the Q. and L.S.J. Ry., 22 miles from Quebec. This cut-off will shorten the distance between Hawkesbury and Quebec by 15 miles, and the Lower Laurentian Ry. will then be used as a feeder, as it will connect the Lake St. John region with Grand Mere, Shawinigan, and all points between this and Montreal. From Shawinigan Jct. the railway gradually descends for three miles, when it crosses the St. Maurice river on a steel cantilever bridge of 250 ft. span, with two anchor spans of 74 ft. 8 in. each, and one span of 100 ft., with steel trestle approaches. From here can be seen the Grand Mere pulp mills, one of the largest mills in America. The line then gradually rises until one mile west of the bridge a junction is made with a branch one mile in length, running to the important town of Grand Mere. Three miles west of Grand Mere Jct., Shawinigan Jct., a divisional point, is reached. A branch line runs south from here $4\frac{1}{2}$ miles to Shawinigan Falls, whose power, derived from the St. Maurice river, bids fair to eclipse any water power in America. This important town is making giant strides, and from a wilderness three years ago has emerged into a hive of industry, numbering 4,000 people, with churches, banks, saw mills, and an electric railway. The Pittsburgh Reduction Works have here established their works for the treatment of aluminum, and the Belgo Canadian pulp mills in a very

short time will boast of one of the largest plants in America. This branch railway is owned and operated by the G.N.R.

From Shawinigan Jct. to St. Boniface, the line is uniformly level, and passes near the villages of St. Flore and Burrill's siding, where are situated important saw mills. From St. Boniface to Joliette, the country, though level, is broken here and there by deep ravines, which are crossed by steel trestles built to the latest Government specifications. The towns tapped on this portion are Charettes, St. Pauline, St. Ursule, St. Justin, St. Barthelemi, St. Cuthbert, St. Norbert, St. Elizabeth, all growing settlements, populated by an industrious people who live most comfortably from the products of their farms. This portion is one of the very best hay growing sections in Canada. At Joliette, the G. N.R. crosses the C.P.R., and Joliette is the point from where the G.N.R. will deviate, in order to have its line direct into Montreal. This line is now being built by the Chateauguay and Northern Ry. Co., and will be taken over by the G.N.R. as soon as built. From Joliette to St. Jerome the land is again level, with easy grades and curvature, and passes through Montcalm, St. Jacques, whose tobacco trade is now very considerable and gaining in importance every year, St. Alexis, Ste. Julienne, St. Lin, New Glasgow, Ste. Sophie, and Paisley. St. Jerome town is reached from the main line by a branch of $1\frac{1}{2}$ miles, and is a very important point for both the G. N. and C.P. railways. The G.N.R. again crosses the C.P.R., passes through St. Canot and on to Lachute, where the last crossing of the C. P. R. is made. After passing Stonefield, St. Philippe and Grenville, where the Carillon and Grenville Ry. is crossed, the Ottawa river is reached and crossed on a steel bridge consisting of seven spans of 210 ft. each. It is a single track bridge approached on either side by trestles which will eventually be filled in, and is one of the most substantial bridges of its kind in Canada. Some 2,000 ft. west of the bridge a junction is made with the Canada Atlantic Ry., and all grain



GRAND MERE, QUEBEC, ON THE GREAT NORTHERN RY.