

incorporate a company to build & operate a railway from Kitimat Inlet to Hazelton, & F. Higgins, solicitor, Victoria, gives notice of application to the B.C. Legislature to incorporate a company to build & operate a wagon road between the same points.

Kootenay Ry. & Navigation Co.—The new line between Kuskanook, B.C., & Bonners Ferry, Idaho, is being thoroughly ballasted. No definite information is obtainable as to when the operation of the line will be commenced. (Feb., pg. 41.)

Lake Bennett Ry.—F. Higgins, solicitor, Victoria, gives notice of application to the B. C. Legislature to incorporate a company under this name, to build & operate a railway from the Dyce River, on or near the provisional boundary between B.C. & Alaska, to Lake Bennett, thence to the 60th parallel of latitude.

Lake Erie & Detroit River.—Progress on the survey for the extension of this line from Ridgeway to St. Thomas has been somewhat delayed by unfavorable weather, but it is expected to be completed very soon. As at present laid out the line runs pretty close to the Michigan Central track, which it follows on the south side. A deputation from Elgin County recently waited on the Minister of Railways, asking that the line be built through the southern part of the county, instead of paralleling the M.C.R., & the Minister is reported to have promised to send a Government engineer to look the ground over. (Mar., pg. 73.)

The Manitoba & Northwestern recently bought a 55-ton steam shovel, which is to be used in filling up large trestles at the Assiniboine River crossing this year.

Manitoba & Southeastern.—The U.S. Congress has passed a bill empowering the Min-

nesota & Ontario Bridge Co. to build a railway bridge over the Rainy River, to connect the Minnesota & Manitoba Ry., a subsidiary of the Manitoba & Southeastern, with the Ontario & Rainy River Ry., which is being built from Port Arthur westward. The bill was passed as amended by the Committee on Commerce. (Feb., pg. 42.)

The U.S. House of Representatives has passed a bill granting the Minnesota & Manitoba Ry. right of way through the Red Lake Indian reservation in Minnesota. (Feb., pg. 41.)

The Acton Burrows Co.'s enameled iron plates are to be used for station names at all stations on the M. & S.E. Ry., instead of painted wooden signs.

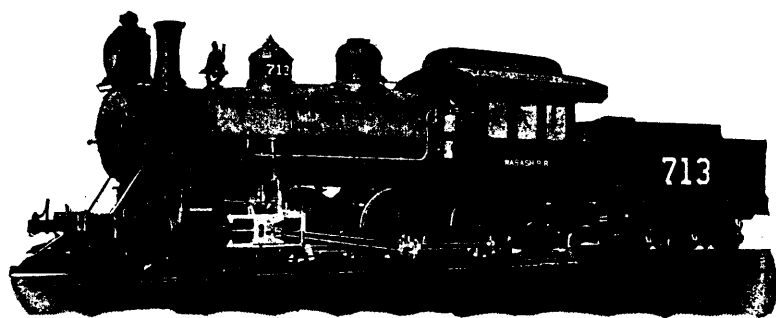
Michigan Central.—A recent press item states that the Co. will double-track its line from Dutton 25 miles west, which will bring the double track about to Ridgeway; from Essex 25 miles east; from Springfield 25 miles, & from Cayuga 25 miles west. An official informs us that it is not the intention to do this work this year.

The Chatham Board of Trade is taking steps to urge the Co. to build a line from Petrolia to Dresden.

Midland of Nova Scotia.—M. Murphy, Nova Scotia Government Engineer, reports as follows: "Works have been pushed forward during 1899 with the same degree of energy that characterized the progress of construction in the preceding year. From the start to the present advanced state of completion, operations have been conducted in a very satisfactory manner. There has been no stint or disposition to curtail expenditure at the cost of durability or permanency. The works have been necessarily heavy, owing to heavy & expensive bridge work adapted to the

movements of heavy trains & high rates of speed. The aims of the Co., evidently, have been the abridgment of time & space, easy & economical movement of traffic, & the establishment & control of through traffic between Windsor & Truro. It will be a 'main line' from the start, & must become an important factor in connection with the through railway system of the Province. From the progress made during the summer and fall seasons of 1899, we might infer that with the same rate of progression the M.R. could be opened for traffic in the ensuing summer months, the only drawback being the backward state of the Shubenacadie bridge. There is yet considerable ballasting to be done, but with the steam shovel working day & night, same as last season, that work might be speedily effected. There are three piers yet to be built to complete the substructure of the bridge, after which the metal superstructure has to be erected, all of which must delay the opening of the line for traffic operation.

"The M.R. is favorably located for heavy freight traffic operations. 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 miles will be operated on level rails; there is no heavy gradient anywhere on the line. The curvature is also very favorable for traffic. Beginning within the station ground of the Dominion Atlantic Ry. at Windsor, the route follows the St. Croix River, crossing it at 3¼ 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, & from thence descends the Valley of the Five Mile River to its confluence



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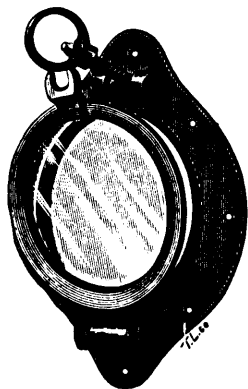
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