

River Inhabitants, at McCarthy's Ferry, for the foundation of a bridge there. Tenders have been asked for the construction & equipment of the line from the Strait of Canso to Louisburg, with a branch from the main line to Arichat, construction on the first section of 30 miles from the Strait to St. Peters to be commenced early in Feb. The bridge over River Inhabitants will be about 800 ft. long, with 2 centre spans of 200 ft. each, & will be the largest bridge on the main line. The next at St. Peters will be a drawbridge 100 ft. span.

The line as projected from Port Hawkesbury to Louisburg will be about 86 miles long. We are informed that there is no connection between it & the Cape Breton Extension Ry. scheme, & that the Vanderbilt interests have nothing to do with it. Louisburg is the most easterly port in N.S., & is said to have a well sheltered harbor, which does not freeze over in winter. A gentleman connected with the project has furnished the following information:—"In connection with the railway project, a fleet of ocean greyhounds, equaling in speed such ships as the Oceanic & the Kaiser Wilhelm de Grosse, is to be put into service between the Nova Scotia ports & Liverpool. The distance from Louisburg to Liverpool is given as 2,240 miles. Steamers of the speed of the vessels mentioned could cover the route in about four days, & the railway run to New York would be covered in about 40 hours, while Boston could be reached in about 24 hours, or five days from Liverpool. If mail can be landed in Boston in five days from Liverpool it follows that passengers will be attracted by this route. The best time from Liverpool to Boston now is seven days. Boston receives most of her European mail via New York, & most of it is despatched that way. The consequent rehandling of mail at New York causes a delay of several hours. From Port Hawkesbury connection will be made via the Intercolonial Ry. with St. John, & thence by the C.P.R. & the Maine Central to New England points & to New York."

A Cape Breton paper thinks the railway will secure good local traffic, as some of the best fishing villages will be served by it, & it is anticipated that fresh fish establishments will be started on the opening of the line. It will traverse a number of good agricultural districts, & there are excellent prospects along the route for coal, iron, & manganese. (Nov., '99, pg. 325.)

Central Ontario.—In reference to the extension of this line from Ormsby, 5 miles from

the northern terminus at Coe Hill, to Bancroft, about 21 miles, we are unofficially informed that the contractor's engineer states that 16 miles have been graded ready for track laying & that rock work will be gone on with throughout the winter. The contract requires the extension completed by Oct. 1 next, but it is expected it will be in operation by June 1. Track laying would have been completed over the first half of the extension before now but for delay in securing ties. (July, '99, pg. 209.)

Coast Ry. of Nova Scotia.—President Robertson has been in Halifax in negotiation with the Provincial Government in regard to the renewal of the contract between the Government & the Co. referring to construction of this line. We are advised that it is expected the negotiations will result successfully & that the necessary arrangements will be completed at a meeting of the Executive Council to be held shortly & previous to the convening of the Legislature.

A press report recently stated that in view of the Nova Scotia Southern Ry. being under construction from New Germany to Shelburne, with the intention of connecting with the Coast Ry. at the latter place, it was not likely that the Coast Ry. would be built beyond Shelburne. We are informed that under the contract with the N.S. Government the Coast Ry. is to be built to Lockport, which is 20 miles beyond Shelburne, & the charter applies to a railway from Yarmouth to Halifax, continuing along the shore entirely; while the N.S.S.Ry. starts at Shelburne running in a westerly direction through the northern part of the counties of Queens & Lunenburg to New Germany on the N.S. Central Railway, with the stated intention to be ultimately extended to Halifax. The Coast Ry. is about to open the extension of its road from East Pubnico to Barrington Passage, a total of 50 miles from Yarmouth or about one quarter of the entire distance to Halifax, which is quite a factor, & gives some degree of hope as to the early completion of the line for the entire distance. (Dec. '99, pg. 351.)

The Cumberland Ry. & Coal Co. has built an up-to-date station at Springhill Mines, N.S.

Esquimalt & Nanaimo.—The extension to Oyster Harbor, B.C., has been completed, also the car ferry slip. (Oct. '99, pg. 294.)

Great Northern of Canada.—A contract has been let for the erection of an elevator on the Louise embankment, near the customs house at Quebec, on a site granted by the Harbor Commissioners. The elevator will be

of 1,000,000 bush. capacity & will be constructed of wood and iron, in the most improved manner, with all modern equipment, & will be operated by electricity. Work is to commence by April 1 & it is hoped to have it completed by Aug. 1. The contractors for the extension of the railway hope to complete their work by the time the elevator is ready. During the past year they laid 60 miles of track, besides grading most of the balance, & there now remains only about 23 miles at intervals to be built in order to form a through line between Quebec & the west, as connection will be made at Hawkesbury with the Canada Atlantic. (Dec., '99, pg. 351.)

Great Northwest Central.—An engine house & stock yards are being erected at the end of the extension to Miniota, Man., which was formerly known as Parkisimo. (Nov., '99, pg. 326.)

Intercolonial.—A recent press despatch stated that work on the new station at Levis, Que., would be commenced almost immediately. On Dec. 29 we were officially informed that nothing had been decided in regard to the matter, which was under consideration by the Department of Railways at Ottawa.

Inverness & Richmond.—The charter of this Co. empowers it to build from some point on the Straits of Canso to Cheticamp, N.S., a distance of about 100 miles, passing through Port Hood, Mabou & Broad Cove on the way. For the present the Co. is confining its operations between Port Hastings & Broad Cove, the object being to reach the coal fields as soon as possible. Work was begun by Mackenzie, Mann & Co. late in July, & by Dec. 1 they had completed the grading & bridging, & laid the steel on 30 miles. This covers the distance between Port Hastings & two miles beyond Port Hood. The grading was only moderately heavy, but hard, keeping up the reputation of Cape Breton material. There are not many structures and none large, the heaviest being Long Point Bridge, 40 ft. span, & the Little Judique of 60 ft. span. Most of the waterways are spanned by structures built of the best English cement concrete with steel superstructures. Work is now being vigorously pushed from Port Hood to Broad Cove & the whole will be opened for traffic by Dec. 1 next, while the part between Port Hastings & Port Hood will be ready for traffic by July 1 next.

The question of terminals has not yet been considered, as the navigation of the straits during the winter months is an import-

