

trolled by Mackenzie, Mann & Co., & might, no doubt, be utilized should the C.P.R. wish to build under it.

For the country north of the C.P.R. main line there is power to build under a charter granted in 1884 to W. Hendrie, W. Thomson, Jas. Walton, J. Macnabb, W. B. McMurrich, J. C. Bailey, P. A. Scott, A. Kirkwood & A. Nairn, who were incorporated as the Lake Nipissing & James' Bay Ry. Co., with power to build a line from at or near the junction of the Callender branch with the C.P.R., or from near Callender to Moose Factory, or some other point on James' Bay. In 1889 the name was changed to the Nipissing & James' Bay Ry. Co. In 1896 the acts relating to this Co. were consolidated, the proposed railway was declared to be a work for the general advantage of Canada, & it was provided that the line should be completed to Lake Temiscamingue within 3 years, to Lake Temiscamingue within 5 years, & the balance within 7 years from the passing of the Act. It is said this charter is also controlled by Mackenzie, Mann & Co., or, at all events, it is in hands that are friendly to their interests.

At the 1st session of the Ontario Legislature this year the James' Bay Ry. was granted, to aid in the construction of 90 miles of its line from Parry Sound to, at or near Sudbury, \$3,000 a mile for a distance not exceeding 40 miles, & the unearned subsidy of \$3,000 a mile for a distance not exceeding 50 miles which was granted to the Nipissing & James' Bay Ry. in 1889, the unearned subsidy being transferred to the James' Bay Ry. This makes a total cash subsidy of \$270,000 for the 90 miles.

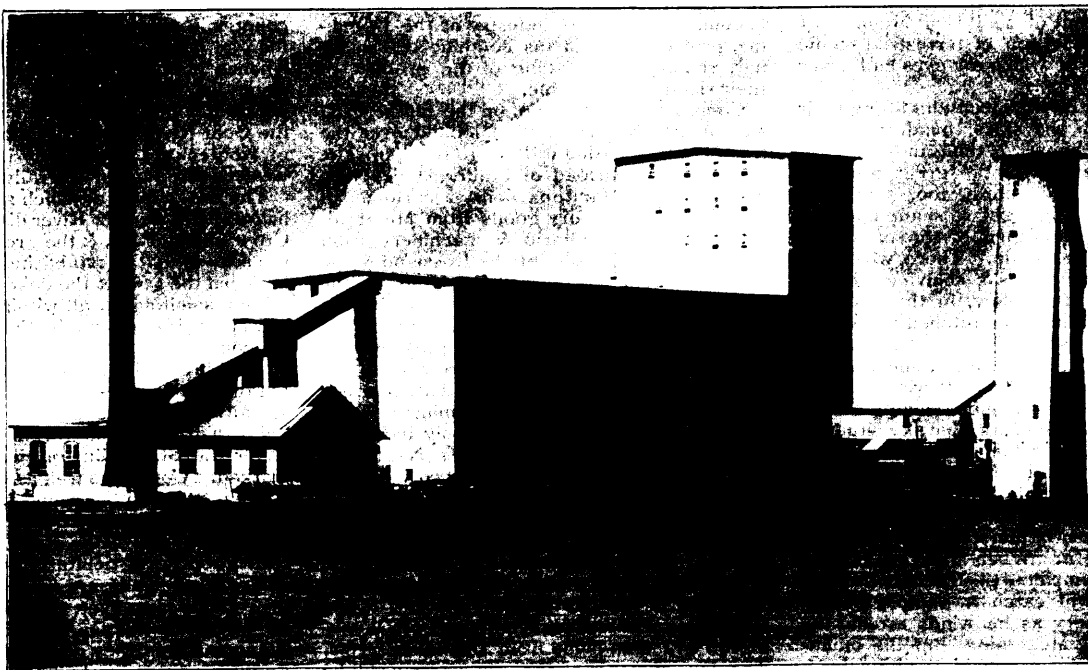
Early this year the City Council of Toronto appointed G. Gooderham, J. H. Mason, R. Davis, W. R. Brock, L. M. Jones & Mayor Shaw as the Toronto & Hudson's Bay Ry. Commission, W. T. Jennings, C.E., being appointed Secretary & Consulting Engineer to the Commission. At the last session of the Dominion Parliament the Commissioners secured incorporation as the Toronto & Hudson's Bay Ry. Co., with power to construct & operate a standard gauge line from Toronto to or near the mouth of Moose River, Albany River or Churchill River, on the west side of Hudson's Bay & James' Bay, with a branch to the Northern Pacific Jct. Ry. at or near Gravenhurst, a branch southward from the main line adjoining the watershed near Timagami Lake, thence to the Northern & Pacific Jct. Ry. at or near North Bay or Nipissing Jct. Ry. & a branch from near Parry Sound to or near Sudbury, thence to Wahnapiat Lake. In consequence of the opposition of the holders of the 2 charters above mentioned, it was provided that the operation of the Toronto & Hudson's Bay Ry. Act should be suspended for 2 years as far as power to lay out & con-

struct a line is concerned, & if at the end of that time the James' Bay Ry. Co. has commenced & substantially proceeded with the construction of its line from Toronto to Sudbury via Parry Sound, & if at the end of such time either the James' Bay Ry. Co. or the Nipissing & James' Bay Ry. Co. has commenced & substantially proceeded with the construction of a line northward from the present main line of the C.P.R., the Act shall be similarly suspended during such time as the substantial proceeding with the construction of the lines above mentioned continues, & upon the completion of those lines the Act shall cease.

Robson to Midway, B.C.

We are officially informed that about 5,000 men are at work on this line, which is being built by the C.P.R. under the Columbia & Western charter. About 70% of the grading, including rock work, has been done, & it is expected the line will be open by May next. (Nov., pg. 237.)

A recent despatch from Brooklyn, B.C.,



CANADA ATLANTIC RAILWAY ELEVATOR AT DEPOT ISLAND, ONT.

says:—One of the marvels of modern railway building is the speed with which the present contract of the 105 miles of the Robson-Midway branch of the Columbia & Western Ry. has been pushed. The contract was signed by Mann, Foley Bros. & Larson & the representatives of the C.P.R. in St. Paul June 4, & inside of 5 days the contractors had a force of men & the first of the supplies on the ground.

This promptness in taking hold of this gigantic contract has been a characteristic one of the work all through up to this time. No stone has been left unturned by which the work could be in any way facilitated. With the ablest of superintendents & assistants, with almost unlimited capital to carry any undertaking of this character, coupled with an experience of many years in the business, the contractors were in a position to successfully attack the great obstacles in their path before the iron horse could be sent over the new steel highway that will connect one of the richest mineral belts in North America with the outside world.

Possibly one secret of the successful prosecution of the work to the present stage is the

fact that the contract has had the personal supervision of the contractors themselves. Either Mr. Foley or Mr. Larson are almost always present at headquarters or out somewhere on the line of construction supervising the work. In addition to this, W. F. Tye, Chief Engineer of the C. & W., & his assistant, Mr. Sullivan, are also on the ground most of the time with their corps of some 125 assistant engineers & helpers.

The first month or two were largely occupied in preparations for future work, & in securing men. At first men were scarce, but latterly they have been more plentiful & the more than 5,000 now on the line from Robson to Glenwood are making the dirt & rock fly at an astonishing rate. Long stretches are completed, & the sub-contractors have moved on to secure more work. Yet in other places the work has scarcely been touched, & of course the bridges can not be put in place until the steel reaches them, & the timbers can thus be brought forward on the cars.

The long-looked for 14-drill air compressor plant, which was ordered some two months since for use on the 3,000 ft. tunnel, to be

driven about 4 miles out from Brooklyn, has arrived at the C.P.R. dock here, & the big job of hauling the heavy machinery to the scene of operations is now being undertaken. It is estimated that it will take about 3 weeks to get it installed & at work. Included in the plant are three 80 h.p. boilers & 2 large air receivers. The machinery will be installed on this side of the tunnel, but will be operated from both ends, the air for the work at the western end

being delivered in a 5-in. pipe nearly a mile long. At the west end a small boiler will be installed to operate a blower to drive the smoke from the tunnel, while a similar work will be performed at the eastern terminus by the main plant. Seven drills will be used on each end—6 on the heading & 1 on the bench. The machines are fitted with a 3½ in. piston & 2¼ in. bits, the drills being 5 ft. long. The cost of the outfit was about \$15,000, & it is being used by McLean Bros., who have the tunnel contract. It is complete in every respect, & will greatly assist in boring the 16 by 21 ft. hole through the mountain. While waiting for the plant to arrive, work has been commenced by hand, & on the eastern end the heading is into the mountain about 16 feet. Timbering has already commenced & may be necessary for 100 feet.

McLean Bros. have also received a patent steam scraper, the first one of the kind manufactured. Contractors are awaiting with interest the outcome of the trial. It is operated by a single 35 h.p. boiler, & it is claimed that the scraper will handle 3 cubic yards of gravel at one operation. The engine is of the donkey variety & can be made to proceed up hill