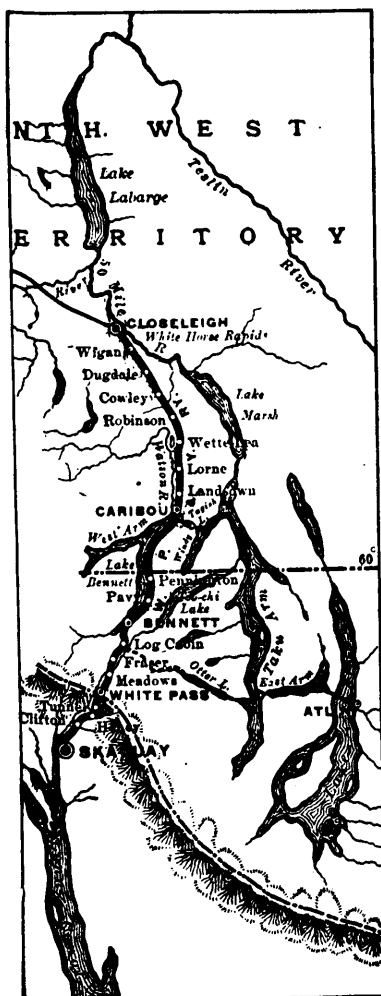


changed to Whitehorse. The distance from Whitehorse to Ft. Selkirk, at the junction of the Lewes & Pelly Rivers, where the Yukon is formed, is 200 miles, & the distance from Whitehorse to Dawson by river, is 450 miles. The road was completed into Whitehorse, from Caribou, on June 7, the first train entering the town on that date, but owing to the rough country encountered along the shore of Lake Bennett the line between Bennett & Caribou was somewhat delayed. Traffic is being maintained between Bennett & Caribou by steamers. One thousand men were engaged in grading the roadbed & laying track between Bennett & Caribou, & at the date of our last advices it was expected the line would be completed early in Aug. (A later telegram says this has been done.)

The following information regarding the line from Bennett to Whitehorse has been furnished by General Manager E. C. Hawkins:



"The first 12 miles beyond Bennett is very heavy rock work, precipitous mountain peaks running directly into the deep water of the lake. The other 15 miles of the 27 are along ordinary mountainside, & are of more easy or average construction. At the north end of Lake Bennett, at what is known as Caribou Crossing, a bridge about 500 ft. long will be put in, with a draw span, so as not to interfere with the navigation of the lakes & river. From Caribou Crossing to a point on the river below Whitehorse Rapids, at the new town site of Whitehorse, a further distance of 44 miles, the conditions are as follows: The first 13 miles cross a rolling sand-hill country with occasional marshes, being remains of old glacier lakes. Wherever the ground is covered with moss & timber the glacial ice is still encountered in the gravel at a depth of 2 ft. under the moss. Fifteen miles from Caribou

Crossing two high bridges cross the canyon at the lower end of Lewis Lake. This lake was drained by an earth cut & lowered 75 ft. The road then passes along the east shore of Lewis Lake, crossing former islands & peninsulas, & is of quite remarkable location. At the upper end of Lewis Lake we again get out into the Watson River valley by a series of deep gravel cuts. From Lewis Lake on there are several miles of nearly level grade & light work along the valley. The line then passes along the shores of Ruth & Cougar Lakes & approaches the banks of the Lewes River, in the vicinity of Miles' canyon. The road is here in very heavy cuts & fills, passing through a series of knolls & deep depressions left by the former glaciers. Just behind the Whitehorse rapids the road is placed on a bridge under a steep sand bluff for about a quarter of a mile, & then emerges on a broad level bench at Whitehorse, in the vicinity of the enormous copper mines which lie at a distance of about $2\frac{1}{2}$ or 3 miles, in almost a semicircular form. The maximum gradients on the line between Bennett & Caribou are $1\frac{1}{2}\%$, although the line as first established will have a very few sections of 2% grade, to be taken out in the near future. Maximum curvature is 10° ." (June, pg. 176.)

At the last session of the Dominion Parliament the name of the British Yukon Mining, Trading & Transportation Co. was changed to the British Yukon Ry. Co., & it was given power to extend its line from Fort Selkirk to Dawson, thence westerly to the 141st meridian, & to construct lines from the main line at Caribou Crossing to Teslin Lake or River, & to Atlin Lake or Atlin City, & to construct & operate branch lines, not exceeding 50 miles in length.

Quebec & Lake Huron.—The Dominion Parliament at its last session incorporated a company under this name with power to build from Quebec to the mouth of French River, Georgian Bay, following as much as possible a straight line between those two points, crossing the River St. Maurice at or near Grandes Piles, passing near St. Michel des Saints on the River Matawin, crossing the Rivier du Lièvre at or near Rapide de l'Original, the River Gatineau in the vicinity of Rivière Joseph village & the River Ottawa, near Mattawa, & running south of Lake Nipissing to Georgian Bay. The capital stock is of \$5,000,000, & bonds may be issued for \$30,000 a mile. The incorporators are: Hon. J. Tessier, Hon. A. Turgeon, Hon. C. A. P. Landry, Hon. C. Langelier, R. Larue, T. Davidson & J. D. Cameron, of Quebec; H. G. Carroll, of Fraserville, J. D. Hawks, J. M. Nicol, S. F. Angus, W. L. Holmes, C. Currie & F. W. Hayes, of Detroit, Mich., & H. F. Shoemaker, of New York. (May, pg. 145.)

Quebec & New Brunswick.—The Dominion Parliament last session incorporated a company under this name with power to build about 130 miles of line from Connor Station, N.B., on the St. Francis branch of the Temiscouata Ry., to the Intercolonial Railway at St. Charles Jct., or to the Quebec Central Ry. at St. Anselme, or to the G.T.R. at Chaudière Jct., Que. The capital stock is \$900,000, & the bonds may be issued for \$20,000 a mile. The incorporators are: Hon. J. Costigan, Ottawa; A. M. Déchène, St. Roch des Aulnaies, Que.; T. Malcolm, Edmundston, N.B.; G. Carroll, Rivière du Loup, Hon. F. G. M. Déchène, Quebec; Hon. A. Turgeon, Lévis; J. U. Gregory, Quebec; G. A. Murchie, Calais, Me.; A. Bernier, Edmundston; T. Clair, St. Francis, & A. Bertrand & T. J. Cochran, Edmundston, N.B. (Jan., pg. 16.)

The Dominion Parliament last session voted \$192,000 towards building 60 miles of railway, 45 miles from St. Charles Jct. on the I.C.R. towards the St. Francis branch of the Temiscouata Ry., & 15 miles from the mouth of the St. Francis River, N.B., westerly towards St. Charles Jct.

St. Francis River Bridge.—The Dominion Parliament last session revoted \$50,000 towards building a railway bridge over the St. Francis River, in lieu of the grant under 62-63 Vic., chap. 7, at St. Francois du Lac, on condition that the bridge be built so as to allow the municipalities to make use thereof, to establish & maintain a suitable railway for the free passage of foot passengers, vehicles & animals, to be approved by the Minister of Railways.

St. Mary's River.—The Dominion Parliament last session incorporated a railway company under this name, with power to build & operate a railway of any gauge from between Lethbridge & Stirling on the Alberta Ry. & Coal Co.'s line to the International Boundary Line, between ranges 24 & 30 west of the 4th meridian. The incorporators are E. T. Galt, C. A. Magrath & P. L. Naismith, Lethbridge; W. M. Ramsay, Montreal; & A. Ferguson, Ottawa. The head office is at Lethbridge, & the capital stock is \$500,000. The Co. may issue bonds or other securities for \$10,000 a mile.

The Dominion Parliament last session voted \$75,000 towards building 30 miles of railway from the A.R. & C. Co.'s Ry. towards Cardston.

Sallsbury & Harvey.—At the Dominion Parliament's last session this Co. was empowered to construct & operate branch lines from Turtle Creek station southerly to Baltimore, from Baltimore siding northeasterly to Moncton, & from Baltimore siding southwesterly to Walter's Oil Works, Hillsborough parish. The Co. was also empowered to acquire & operate the Harvey Branch Line Ry. & the Alma & Harvey Ry. (May, pg. 145.)

South Shore Line.—The Dominion Parliament last session incorporated a railway company under this name, the incorporators being B. F. Pearson, Halifax, N.S.; J. J. Tucker, H. H. McLean, M. B. Edwards, & H. F. Puddington, St. John, N.B.; R. Sage, L. P. Morton, E. R. Chapman, & E. C. M. Rand, New York City. The capital is \$1,000,000, & the head office is located at St. John, N.B. The Company is empowered to acquire & operate the railway capital stock, etc., of the Shore Line Ry. Co., also to connect with the Washington County Ry., & to acquire & operate it, & to issue bonds or other securities to the extent of \$15,000 per mile. The bill as introduced in the House of Commons gave power to connect with other railways in New Brunswick, & to bridge the St. Croix River at St. Stephen, N.B., but these clauses were struck out. (June, pg. 176.)

Victoria Mines.—The proprietors of these are said to have decided not to build the proposed branch from the C.P.R.'s Algoma branch to the mines. (Mar., pg. 79; April, pg. 110.)

RAILWAY APPOINTMENTS, Etc.

Canadian Pacific.—The resignation of Land Commissioner L. A. Hamilton, which was tendered some time ago, has been accepted to take effect at the end of Aug. He will be succeeded by F. T. Griffin, heretofore Assistant Land Commissioner, who will have his headquarters at Winnipeg. It is understood that J. L. Doupe, who has been the chief surveyor of the Land Department for a number of years, will be appointed Assistant Land Commissioner.

R. J. E. Scott, hitherto Chief Inspector of Time Service for lines east of Fort William, with office at Montreal, has been appointed Chief Inspector of Time Service for lines west of Fort William. He will have general supervision of the Co.'s clocks, including the Dey time register clocks, & of the standard watches to be carried by employes, & his instructions in connection therewith must be observed.