

days later. The completion of the balance of the line will be rapid, as few impediments will stand in the way of continuous track-laying. McLean Bros., contractors for the big tunnel, gave up the work, which is now in the hands of O. Olson, who has 120 men at work. They are piercing through the rock 3,100 ft. Working from both ends, they are now in over 1,200 ft. A compressor plant is in operation. Recently 11 ft. of rock in the tunnel was blown out at one shot. Pending the completion of this big undertaking, trains overcome the mountain by a switchback, there being 6 legs on each side. The grades are 4%, with curves of 22 degrees without compensation. The Co. is now receiving freight for Cascade, Grand Forks, Greenwood & Midway, via West Robson, taking it in by construction trains. (June, pg. 174.)

Duluth, South Shore & Atlantic.—Press reports say that surveys are being made for an extension from Houghton, Mich., southwest some 45 miles to Ontonagon, along the lake shore.

Minneapolis, St. Paul & Sault Ste. Marie Ry.—It is said a contract has been let for the construction of a branch from Rapid River, near Gladstone, north-west some 30 miles through agricultural & timber lands.

The Bradley-Watkins Lumber Company is said to be building a spur from a point on the main line east of Hermansville to Spaulding, Mich., about 8 miles.

Surveys, Construction, Betterment, &c.

The Algoma Central Ry. is projected to connect Sault Ste. Marie with the main line of the C.P.R. at Missanabie, with a branch line from Missanabie to Michipocoten harbor. We are officially informed that the Michipocoten branch is now under construction & that about 10 miles of it will be built this year. Tenders were recently advertised for cutting ties, grubbing & clearing right of way, grading road & rock cutting. It is also intended to build 40 miles on the main line from Sault Ste. Marie northward. The branch line is intended to develop a most important mining district, the ores of which are of a very low grade, & many of which could not be worked at a profit unless they could be taken out at Michipocoten Harbor, on Lake Superior. The main line will run through a hitherto inaccessible wilderness, which, topographically speaking, consists of rough formation, making the road expensive to build, but, nevertheless, much of the soil is said to be most excellent for the cultivation of grain and root crops. There is a vast area of timber lands, suitable for the manufacture of pulp and other purposes, & the region abounds in mineral wealth, especially in sulphate of copper, sulphate of iron & sulphate of nickel. F. H. Clergue, the President of the Co., who is also President of the Sault Ste. Marie Pulp Mills, proposes to erect reduction works for refining copper & other ores, & for the production of nickel steel. (June, pg. 175.)

The Canada Atlantic will this fall commence the erection of large car shops at Ottawa in addition to those already put up. The new shops will be located near the Rideau roundhouse, where the machine shops & repair works are situated. The buildings put up this spring at the foot of Elgin st., & which are now being used, will be discarded after the proposed structure at Ottawa East is up. They will then be used by the Co. for storage, or may be available for manufacturing purposes. When the new car shops, which will be erected & equipped at a heavy cost, are completed, all the works of the Co. will be adjacent to each other, instead of being ½ a mile apart, as at present. They will consist of erecting, woodworking, drying & painting shops, & will run by electricity. In order to make a foundation a great deal of filling in

will have to be done, & work on this will commence in the near future in time for the erection of the shops to start in Nov. & be completed early in the spring.—Ottawa Citizen.

Canadian Northern.—When in Winnipeg recently, on his way to China, D. D. Mann was asked if it was true that this Co. had in view a transcontinental line running through the Saskatchewan valley to the Pacific coast. In reply he said that no such scheme had yet become a feature of the plans, though he could not say what might ultimately occur in that respect. In the meantime all talk of a transcontinental line was visionary. The Co., however, intended to build into the Saskatchewan valley, its objective point being Prince Albert, beyond which it had no charter. (June, pg. 157.)

Cassiar Central.—A commencement is said to have been made on this line within the last month. However, recent arrivals at Vancouver from Glenora say that a disagreement has occurred between the employees & the Co. in regard to a demand for higher wages, which the management declined to accede to, as the men were fully aware of the pay offered at the time of their entering into the contract either at Victoria or Vancouver where most of them were engaged. (Jan., pg. 11.)

Central Ontario.—A contract has been let to R. Weddell, Trenton, for the extension of this line from Ormsby, 5 miles from its northern terminus at Coe Hill to Bancroft, about 21 miles. Work will be proceeded with at once. (June, pg. 175.)

The Coast Ry. of Nova Scotia has been extended this year from East Pubnico to Lower East Pubnico, 5 miles, & the grading & masonry are about completed to Barrington, 15 miles further, to which point it is expected to have the line completed by Sep. (June, pg. 175.)

Edmonton to the Stikine.—The Government survey party, in charge of C. F. K. Dibble, C.E., which left Edmonton July 12, 1898, to survey a route for a railway through the Rockies to the head waters of the Stikine, returned to Edmonton on July 15. Mr. Dibble commenced his survey on the Peace River where the Parsnip & Finlay join & empty into the Peace. He then followed the Finlay for about 15 miles to the Omineca, & up the Omineca to Black Canyon. He reached Black Canyon Oct. 22 & put up winter quarters, but on Jan. 22 determined to push on in winter & if possible reach the Stikine before spring. The party started on snow shoes & sleds, each man hauling about 200 lbs., & making a survey as they went. After two unsuccessful attempts, they discovered a very easy pass through the Rockies & reached the head waters of the Stikine Mar. 3, a distance from the head of Omineca of about 225 miles. They found the country very heavily timbered, most of the way with balsam & spruce, but a very easy & most practicable route for a railway, in all probability the easiest & cheapest route for construction yet discovered through the Rockies, there not being a single serious obstacle from Black Canyon to the Stikine. They also discovered that the maps are in error in regard to the head waters of the Stikine & Skeena & discovered that both rivers take their source in the same muskeg about 3 miles apart.

Great Northern.—A correspondent at Lachute, Que., writes that the final survey has been completed & a definite line decided upon. It was first thought that the road would pass to the south of Lachute town, crossing the C.P.R. tracks at the eastern end of the town, following the high land & crossing the North River just south of the paper mills. This line has been abandoned on account of the heavy grade on both sides of the river & the cost of constructing a bridge at that point. The road as now decided upon will follow the bank of

the North River from the eastern end of the town, crossing it at Barron's Point, where the river is comparatively narrow, & crossing the West River at the western end of the exhibition grounds. A. S. McKown, of Cornwall, & J. E. Valois, N.P., of Lachute, have purchased the right of way from Grenville East as far as Lachute. (June, pg. 175.)

Intercolonial.—Detailed particulars of the amounts provided in the Dominion supplementary estimates for betterments, &c., will be found on pg. 216.

In regard to the Government elevator to be built at Montreal the unanimous opinion on the Corn Exchange there is that it should be of at least 1,000,000 bus. capacity, & so constructed as to admit of enlargement to 2,000,000.

Inverness & Richmond.—Contractors Ryan & Macdonald are vigorously pushing work on the first 30 miles from the Strait of Canso, & have about 1,000 men & a large number of teams at work. A. Sinclair is in charge of the Co. (June, pg. 175.)

Kootenay Valley Ry. & Navigation Co.—On July 12 it was stated that the grading for this Co.'s subsidiary line, the Bedlington & Nelson, was completed from the International Boundary north & ready for track-laying.

On July 19 we were officially informed that this Co.'s other subsidiary, the Kaslo & Lard-Duncan Ry., was under construction from Kootenay Lake to Howser Lake, a distance of about 12 miles. Construction had only recently commenced, & no decision had been reached as to further construction this year on that line. The character of the work is light for a mountain country. C. O'Donnell, purchasing agent for G. A. Carlson & Co., contractors, reports that the clearing of the right-of-way has been practically completed from Argenta to the canyon beyond Duncan City. The construction camp is situated above the canyon, & men are grading both above & below the canyon.

Lake Erie & Detroit River.—On June 20 a by-law to grant this Co. \$20,000 towards an extension from Ridgetown to St. Thomas was defeated in St. Thomas by 207 votes. This is the 3rd time the by-law has been voted upon. It carried last fall, but was quashed on a technicality. The township of Aldboro' has voted a bonus of \$7,000 for the same purpose. (June, pg. 175.)

Manitoba & Northwestern.—About 150 men are at work improving the roadbed, etc. An improved station & a section house are being built at Millwood & the stock shipping facilities at Yorkton, Russell & Shoal Lake are being improved.

Manitoba & Southeastern.—The portion of the line built last year has been ballasted this season & a passenger service has been inaugurated. (June, pg. 176.)

The Midland Ry. of Nova Scotia, now under construction, has been connected with the I.C.R. at Windsor, N.S. (May, pg. 134.)

Northern Pacific.—The remains of the Manitoba hotel at Winnipeg have been cleared away. The station & division offices are being rebuilt. (June, pg. 176.)

The main line between Winnipeg & Morris is being ballasted & the Morris yard is being enlarged. The Winnipeg yard has been considerably extended.

Nova Scotia Southern.—It is said H. G. Harvey, promoter of this line, expects to have it opened this fall from Shelburne to New Germany, via Caledonia, to connect with the Nova Scotia Central, which connects with the Dominion Atlantic at Middleton. (May, pg. 136.)

Ontario & Rainy River.—It is expected that E. F. Fauquier's contract for the first 20 miles will be completed early in Aug. It was recently stated in the daily press that a con-