

cent session of the Dominion Parliament the Quebec Harbor Commissioners have decided to guarantee interest on bonds for \$200,000 for the erection of an elevator by this Co. at Quebec.

Great Northwest Central.—The promise of Vice-President Shaughnessy of the C.P.R. that this line would be extended this year is being carried out. The line now runs from Chater 5 miles east of Brandon, on the main line of the C.P.R., to Hamiota 56 miles. Contracts were recently let to J. D. McArthur & A. Fisher for its extension 25 miles further, which will carry it to Parkisimo, south of the Beulah Indian reserve on the Assiniboine River. Work has already been commenced. The engineering for the construction is being done by G. H. Webster, Engineer of the Manitoba & Northwestern Ry. (June, pg. 175.)

Winnipeg advises say that construction has been started on a line from McGregor, on the main line of the C.P.R. 22 miles west of Portage la Prairie, to a point near Forrest, or Varcoc, on the Great Northwest Central. It is expected this line will be completed next year. It will run between the main line of the C.P.R. & the Manitoba & Northwestern Ry., & will occupy the ground over which the Northern Pacific intended to build a branch from Portage la Prairie. In view of this construction it is hardly likely that the Northern Pacific will extend its branch very far beyond Portage la Prairie.

Intercolonial.—After many delays work is said to be progressing rapidly on the elevator at Halifax. On July 29 the Chronicle stated the roof was on the main building & the greater portion of the frame of the cupola was in position, the lower part of it being covered in. The conveyer was also all covered in & the engine beds were nearing completion.

The crib work for the wharf at the deep water terminus at St. John, N.B., is being placed in position. When all is completed there will be a mass of birch timber $\frac{1}{4}$ of a mile long, 60 ft. deep & 50 ft. wide.

James Bay.—The Dominion Parliament having voted subsidies towards the construction of 5 miles from the main line of the Ottawa, Arnprior & Parry Sound Ry. to the town of Parry Sound, & for 20 miles from Parry Sound northerly towards Sudbury, negotiations are in progress for going on with the work. It is understood a by-law will be submitted to the rate payers of Parry Sound to grant a cash bonus of \$12,000, exemption from taxation for 21 years, & such water frontage as the town holds. (June, pg. 175.)

Kingston & Pembroke.—The Dominion Parliament having voted a subsidy towards the construction of 5 miles of branches from the main line to the iron mine at Bluff Point, & to the Martele mine, Renfrew County, it is said the work will be done at once & that ore will be moving to Kingston en route to the furnaces before navigation closes.

Manitoba & Southeastern.—Considerable work has been done lately in improving the roadbed of the completed portion, between St. Boniface & St. Anne, & it is now in good condition. Construction is in progress toward the International Boundary & it is hoped to have the line finished to that point before the close of the season. (July, pg. 209.)

Michigan Central.—A local paper says that should the proposed running arrangement be made between the L.E. & D.R.Ry. & the M.C.R., whereby the former will run over the Canada Southern from Ridgeway to St. Thomas, the M.C.R. will likely be double tracked from Dutton to Ridgeway.

Midland of Nova Scotia.—Grading is reported to be completed 45 miles from Windsor, N.S., towards Truro. It is expected the remaining 15 miles will be completed by Sep. 1. Track laying is progressing rapidly. (July, pg. 209.)

Northern Pacific.—The Railway Committee of the Privy Council having granted this Co.'s subsidiary, the Portage & Northwestern Ry., permission to cross the C.P.R. & M. & N.W. R. tracks near Portage la Prairie, a contract has been let to A. Guthrie, of St. Paul, Minn., for the construction of 20 miles of line from Portage la Prairie northwesterly & a spur to Lake Manitoba. (June, pg. 176.)

Speaking at Rapid City recently Premier Greenway said: "When the N. P. R. asked the Government for a bonus to build west from Portage la Prairie, the Government had asked for some concessions, one of which was that there must be a reduction in rates charged in distributing lumber. The Co. refused this & would rather build the road for nothing if the Government would legislate & secure the crossing of the C.P.R. track. This was done & the crossing secured at Ottawa at the instance of the Greenway Government, & this is how matters stand."

The remains of the Manitoba Hotel in Winnipeg have all been pulled down & the rebuilding of the Co.'s offices is being proceeded with rapidly. It is expected they will be ready for occupancy by Sep. 1.

The survey party working on the proposed Waskada branch in southwest Manitoba has been withdrawn, & it is understood this field will be left to the C.P.R.

Ontario & Rainy River.—Since the Dominion Parliament voted the subsidy for this line the management has been very active. Warehouses have been established for the supply of material for construction at Finmark, on the C.P.R., 30 miles from Stanley, & at Kashaboie Portage & Baril Portage, about 65 miles & 90 miles, respectively, from Stanley. Tugs have been put on Lac-des-Mille Lacs & Kushaboie Lake; scows have been built & supplies are being delivered to the above points. Contracts for grading beyond the 20 miles already under construction by E. F. Fauquier have been let as follows: John O'Neal & J. R. Turnbull, 6 miles each; A. R. Mann, 4 miles; McGillivray & Leeson, 20 miles, & 10 miles in 2 contracts; L. Madigan, 5 miles; H. Mann, 5 miles, in the order named going west; & all these are to be finished at dates to permit the track to be laid over the 1st 80 miles by next June. The first 20 miles from Stanley is graded practically now, & track-laying will be begun on it as soon as the rails arrive, which will be within a few days. Forty miles of ties are delivered ready for track-laying. The bridging has been let to J. R. Turnbull, late Assistant-Manager Crow's Nest Pass Ry. construction, & the timber is being furnished by J. Conmee, M.L.A. Owing to the impossibility of obtaining a steel bridge for the crossing of the Kaministiquia River in time to permit of proceeding with track-laying, a temporary crossing of the river has been obtained by making the false work for the steel structure strong enough to carry trains. This structure when finished will consist of two steel spans of 125 ft. each. The contractors to whom the aforementioned works are let have their outfits en route to the work, & some part has already arrived. Arrangements have been made with A. Calder, of Winnipeg, to supply the labor, & men are already arriving in considerable numbers on the work. (July, pg. 209.)

Ottawa & Gatineau Valley.—The proposed extension from the present terminus at Gracefield, 60 miles from Ottawa, to Maniwaki, 28 miles, is not likely to be built this year, but it is expected that about 15 miles will be finished, which will carry the line from Gracefield to Blue Sea Lake. (June, pg. 176.)

The Ottawa & New York Ry. expects to complete the bridge over the south channel of the St. Lawrence at Cornwall in October, which will enable it to provide a through service between Ottawa & New York. The structure is one of the largest in Canada & when completed will cost in the neighborhood of \$750,000. It would have been completed

Uniforms.....

Uniform Caps

Uniform Buttons

Uniform Laces

Metal and Embroidered Badges,

and all necessities for uniformed employes
of Railways, Steamboats, &c., &c.,

Handcuffs, Billets, Whistles, &c.

ESTIMATES FURNISHED.

John Martin, Sons & Co.

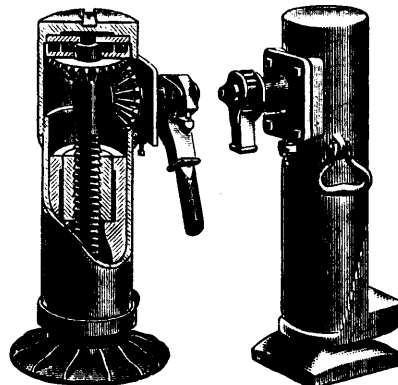
Merchant Tailors

and * * *

General Outfitters,

455 St. Paul St., Montreal, Que.

When a Man....



Wastes his time and money
using slow, clumsy and danger-
ous Jacks some one should tell
him that he needs a

Norton Ball- Bearing Jack,

The most perfect Jack that Ex-
perience, Brains and Money can
produce. Our Catalogue Free.

A. O. Norton, Manufacturer, Coaticook, Quebec.