to Point Tupper, will be abandoned for another site, where increased yard room & other accommodation can be secured. The present system of transferring passengers by steamer, & freight cars on a barge towed by a tug, is very unsatisfactory, & a change to a steam car ferry is most desirable.

The water service on the Cape Breton lines is being improved to accommodate the

increased traffic.

Rest-houses for train men, provided with dining-room & sleeping quarters, are to be built this year at Hadlow, Riviere du Loup, St. Flavie, Campbellton, Newcastle, Moncton, Truro, Halifax & St. John, work having already commenced on some of them.

Tenders have been asked for improving &

extending the station at Levis, Que.

Interprovincial Bridge, Ottawa & Hull.-On April 4, we were informed as follows:—
"The centre portion of the spans between piers 4 & 5, & between 5 & 6, are in place, & the cantilever arm between piers 2 & 3 is being erected, but owing to the expected break up of the ice, very little more will be done before it goes out. The approach on the Ontario side is being pushed, & in a very show the order of the order order of the order of the order of the order of the order of th short time the north approach on the Quebec side will be commenced & rushed to completion." (Feb., pg. 41.)

When the Ontario Legislature granted \$50,-

000 towards the erection of this bridge it was on condition that the Province of Quebec should also grant \$50,000. This condition was removed at the recent session, provided other Conditions are fulfilled & that \$800,000 or more

be expended on the work.

Inverness & Richmond.-When track laying was suspended at the beginning of winter, steel had been laid from Port Hastings for 30 miles. During the winter about 500 men have been at work grading. This force will be doubled by May 1, & it is intended to recommence track-laying in June. (Mar.,

Pg. 73.)
M. Murphy, Nova Scotia Government Engineer, reports on this line as follows: -"The prospects arising from the success attending the development of the collieries, their incidental expansion & creative agencies on the south-east coast of the island of Cape Breton, lent influence & encouragement to similar organizations to open up & develop the no less productive coal-fields of the north-west Coast. At Port Hood, Mabou, Broad Cove & Chimney Corner, & likely further north & south, following the north shore of Inverness County, coal seams known to be of great commercial value crop to the surface. So long as the collieries of the adjoining Cape Breton County were operated by different companies that supplied all the output then in demand, the Inverness properties received little attention, not because of the quality or the coal, or the cost of mining it, or its commercial value when mined, but simply because of it being more distant from the point of shipment than its more southern prototype. For, although the remarkable success attending. ing the Dominion Coal Co.'s organization & growth gave inspiration & encouragement to the investment of capital in kindred enterprises, the long-felt want of railway facilities for transport still acted as a barrier to the introduction of similar enterprise in the investment of capital, & the opening up & de-Velopment of the Broad Cove, & adjacent coal helds. But apart from the development of mineral products, other & no less important Considerations favored the construction of the Inverness & Richmond Ry. Inverness is chiefly an agricultural county; every member of it. of its community is practically interested, & rightly regarded the construction of the railway as an essential adjunct of material progress. Thrifty farming settlements succeed each other in continuity without an intervening break or ridge from Port Hawkesbury to Cherical Programme of about 80 miles, with Cheticamp, a distance of about 80 miles, with spurs of rich intervale dispersed at Judique, Mabou, Strathlorne & Margaree. midway is the county town, Port Hood, at present of little commercial importance, as the produce of the county finds more convenient market at the extreme ends or over the hills to the adjacent county. The railway has been recognized in all civilized communities as an essential element of progress. In a country like our own, so exclusively dependent upon the importations of many articles required in manufacturing industries, in works of construction, & in the sustentation of life itself, the functions to be performed by the railway are of the most important character. Apart from all else, the influence it will create by enhancement in value of local production, ready intercourse & concentration of trade in the county towns & throughout the county itself, is sufficient incentive to immediate action, more especially so when supplemented by the prospect of a continuous traffic of coal. Several ineffectual attempts had been made, extensive surveys had been conducted, & contracts agreed upon promising liberal subsidies for immediate construction, but, up to 1899, not a mile of the railway had been built. Meantime, stimulated by the boom proceeding in the Cape Breton county collieries, the Inverness coal properties assumed a new phase; the prospector, the promoter, & the speculator made their appearance in rapid succession, property changed hands, but the prospects of railway construction seemed as remote as ever. However, events since then have moved with greater rapidity. The door was now open; more reassuring prospects entered through it, & greater concessions were offered. The enterprising firm of Mackenzie, Mann & Co. was early in the field; the Inverness Coal & Ry. Co. was reorganized; a new contract granting more than the usual subsidy, & providing not only for the construction of the railway, but for the development of the Broad Cove colliery as well, was entered into, infusing new life into the project under more favorable conditions.
"The contract provides for the construc-

tion & equipment of 60 miles of railway from a junction with the Intercolonial Ry. at Port Hawkesbury to Broad Cove, & to put into operation on or before June 15, 1901, open & bona fide work, a coal mine or coal mines at Broad Cove, & equip the same with approved plant & machinery sufficient for the production of 250,000 tons of coal per annum, time to be material & the essence of the contract, & in default of such commencement or vigorous prosecution, or of such completion as aforesaid, the Co. to forfeit all right or claim or demand to any & every part of the subsidy to be paid. The contract was executed May 23, 1899; location surveys were made, submitted & approved, & actual construction commenced in June following. The progress, so far, has been very satisfactory. Within the last 6 months, June to Dec., an average of 1,000 men have been daily employed. Construction plant of the most approved form has been imported and set to work, and about 30 miles of the excavation, bridge substructure & culverts within that distance have been completed. The rails have been laid from Port Hastings to Port Hood, & some ballasting introduced to enable the working trains to run over the road-bed with safety. to the great demand for bridge superstructure of steel, & the rush with which the works were being hurried, contracts for speedy delivery could not be effected, temporary trestles had to be constructed instead to carry the permanent way. The provisions, however, made to receive the metal by the construction of concrete abutments & pier substructure are alone sufficient to assure the Co.'s intention to erect steel bridges over them as soon as they can be supplied. The whistle of the locomotive already enlivens the precincts along the Strait of Canso & beyond Port Hastings

to Port Hood. At the same rate of progress it is not too much to expect the Inverness & Richmond Ry. to be completed this year. The ground is better prepared; the material is more ready to hand; the Government initiated the recent vigorous movement, & have a large ultimate pecuniary interest in its success.

"The strong, energetic & forcible manner in which the construction of this line, between Port Hastings & Port Hood, has been pushed forward during the summer & fall months of 1899, would warrant the assumption that the 60 miles from Port Hawkesbury to Broad Cove Mines would be completed in the ensuing summer & fall seasons of 1900. In my preceding remarks I have already referred to the expeditious & satisfactory way the construction has been proceeded with so far. Mr. Earle, the Co.'s Chief Engineer, has been revising & completing the final location of the line between Port Hood & Broad Cove; the result of which will be submitted for the approval of the Governor-in-Council in due course. An amended plan of location, showing some slight changes of alignment between Port Hastings & the junction with the I.C.R. near Port Hawkesbury, has been already submitted, but is awaiting consideration until the usual book of reference giving the respective quantities of land to be expropriated is also furnished, as provided by statute. Work in rock cuttings, in clearing of wooded lands, & such other works as can be conveniently proceeded with in winter, is being carried on & general provisions are being made by A. Sinclair, C.E., General Agent for Mackenzie, Mann & Co., to ensure an early start.
"Following is a table of alignment from

Port Hastings to end of 30th mile :-

Tangents no.	Curves no.	Degrees of Curves,	Miles.	
77	6 11 14 14 8 20 5	i to 2° 2° 3 3° 4' 4° 5' 5° 66° 630′ 7° 630′	19.30 0.58 1.28 2.38 1.55 0.93 3.12 0.69 0.17	

GRADIENTS FROM PORT HASTINGS TO END OF 30TH MILE.

Denomination of Grade.	Ascending from Hastings.	Descending from Hastings.	Miles.
Under 10 ft. per mile		0.81	0.81
" 20 " 30 " "	2.64	0.83	3.47 3.08
" 40 " 50 " "	. 0.74	1.38	2.12
50 55	0,68	4.24	6.49 o.68
" 55 " 60 " "	. 0.95		0.25
Level miles			8,62
•	<u>i</u>	1	30.00

Kettle River Valley Ry .- The bill to incorporate a company under this name to build a line in the Boundary district of B.C., was thrown out by the Railway Committee of the House of Commons April 6. (Nov., '99, pg.

Kingston & Pembroke. - In reference to the application of this Co. to the Dominion Parliament for power to extend its line from Renfrew, Ont., across the Ottawa River to Bryson, Que., & also northward to the eastern branch of the Ottawa River, we are informed that it is not expected any construction will be undertaken this year. (Feb., pg. 42.)

Kitimat Arm to Hazelton, &c .- In our Jan. issue, pg. 16, particulars were given of an application to the Dominion Parliament to incorporate a company to build & operate a railway from Kitimat Arm to Hazelton, etc. Bodwell & Duff, solicitors, Victoria, now give notice of application to the B. C. Legislature to