

Coffee, Toronto, and C. Kloefer, Guelph, directors. Other details of the organization are not yet completed, and will not be until the end of July.

The directorate is composed of the incorporators of the N.E.R. Co., and of the Musquodoboit Ry. Co., the charter for the construction of which, granted by the Nova Scotia Legislature in 1898, was revived at its last session. The M.R. Co. held a meeting early in June, when the following were elected:—J. W. Greer, Montreal, President; H. Fitzpatrick, M.L.A., New Glasgow, N.S., Vice-president; W. C. Trotter, St. John's, Que., Treasurer, and Dr. H. H. McKay, New Glasgow, Secretary. (Oct., 1899, pg. 295.)

The N.S.E.R. Co. was incorporated at the last session of the Nova Scotia Legislature, and received a Dominion charter also this year. The Co. was authorized to construct a standard gauge railway from the I.C.R. at New Glasgow, running past Thorburn to Sutherland river, thence to Moose river east of the Blue Mountain range, thence down the east side of the Garden lake by Campbell's brook into St. Mary's, thence it will follow the Chambers' survey into Guysborough, and thence to the Straits of Canso. No survey has been made of this part of the route. There is a Dominion subsidy available for a line from New Glasgow to Country Harbor, and Country Harbor cross road to Guysborough. (June, pg. 167.)

The Ottawa, Northern and Western will build a joint station in Hull, Que., of either pressed brick or stone, to cost from \$4,000 to \$5,000, and to be used also by the Pontiac Pacific Jct. Ry.

On the extension from Gracefield, 60 miles from Ottawa, towards Maniwaki, about 12 miles were cleared and a little grading done last year. No work has been done this year.

Pacific, Northern and Omineca Ry.—J. H. Gray, C.E., is reported to have started to make a location survey of the section of this proposed line between Kitimaat to Hazelton, about 100 miles, the first section of which is said to be intended as an all-Canadian route to the Yukon, the Co., which was incorporated in 1890, being empowered to build from Kitimaat to Hazelton, and thence to the northerly boundary of B.C. The Victoria Colonist says:—"The importance of this railway, not only to the Cassiar district, but to Victoria and the coast generally, is very great. It will open an immense tract of country rich in the precious metals, coal and timber and agricul-

tural lands to development and settlement, and will provide new channels for the trade of Victoria."

Pontiac Pacific Jct.—Though no definite information is obtainable, there is little doubt that H. J. Beemer is negotiating to secure control of the Hull Electric Co., which owns the electric railway between Hull and Aylmer, Que. Last year the Pontiac Pacific Jct. Ry., of which Mr. Beemer is the chief promoter and also the contractor, built from the Aylmer terminus towards Hull as far as Deschenes, and graded for a short distance further. No construction has been done this year, and it is thought work has been delayed with a view of getting control of the Hull-Aylmer Electric Ry., and utilizing a portion of its right of way between Deschenes and Hull, for the P.P.J. Ry. so as to avoid some rock cutting. Should the H. E. Ry. be secured by Mr. Beemer it would probably be used for a time for running P.P.J. passenger trains between Aylmer and Hull, thence over the Interprovincial bridge into Ottawa. The Hull Electric Co. now hauls P.P.J. freight cars between Aylmer and Hull. Track has already been laid between the Hull Electric Co.'s terminus in Hull and the Interprovincial bridge, and electric cars are now crossing the bridge into Ottawa.

See also "Ottawa Northern & Western."

Port Arthur Union Station.—Councillor Neelin, of Port Arthur, who came east with the New Ontario delegation recently, in an interview on his return home stated that he had good reasons for saying that the C.P.R. and the Canadian Northern were agreeable to the erection of a union station at foot of Arthur St., Port Arthur.

Prince Edward Island Ry.—With the removal of three considerable curves in the vicinity of Colville station, the section of line between Royalty Jct. and North Wiltshire, 12 miles, has been much improved. It is proposed to continue reducing curves all over the line where practical.

The new steel bridge over the Morell river has been placed in position. It is 109 ft. long, 6 ft. wide and 12 ft. high, and weighs about 80 tons.

M. J. Haney, contractor for the bridge over the Hillsborough river between Charlottetown and Mutch's Point, near Southport, has a large number of men employed in the erection of plant. A lumber mill is ready equipped with a 50 h.p. engine; the work of framing the first caisson has begun; the pile-

driving scow has been built and launched; and a dredge will be ready for work about July 10. A stone quarry will be opened at Arisaig, N.S.

On the Murray Harbor branch, which will connect with the Mutch's Point end of the Hillsborough river bridge, grading has been done from Mutch's Point to near Vernon river, about 15 miles. No track has been laid. The line has been surveyed from Vernon river to Murray river, 26 miles, and it is expected that a contract for the grading of this section will be let shortly. (June, pg. 176.)

Quebec Bridge.—A considerable amount of preparatory work had to be done at the site of the bridge before anything in the way of construction could be commenced. The banks of the river at the site, just south of Chaudiere on the south side of the river, and at Cap Rouge on the north side, are 120 ft. high, and were heavily wooded. They are now clear, the rock has been blasted out for pier foundations, a railway two miles long has been built for the transfer of stone from the quarries, a wharf has been constructed for the landing of supplies, and houses and workshops have been built. This work took up the whole of the summer of 1900, and in Oct. the first block of granite from the Riviere à Pierre quarries was put in position. During the winter the first caisson, within which the main north pier of the bridge will be built, was constructed, and placed in position May 20. The caisson is 150 ft. long, 50 ft. wide, and 25 ft. deep, and contains over 1,000,000 ft. of lumber. The pier will be built outside the ship channel, and the foundation will be carried 60 ft. below high water level. It will be 30 ft. above high water, 150 ft. long at the foundation, tapering to 70 ft. at the top and about 40 ft. wide. The depth of water is about 7 ft. at dead low water, and as the highest tide rises about 18 ft. this will give a height above the river bed of 55 ft. The second caisson will be constructed next winter, and placed in position in the spring. It is estimated that the steel superstructure will take 18 months to erect, and on this estimate the Co. expects to have the bridge open for traffic in 1904. (Aug., 1900, pg. 241.)

The Quebec and James' Bay Ry. Co. was incorporated in 1883 to construct a line to James' Bay, and its charter has been extended from time to time, the last extension fixing the date of the commencement of the work as expiring on June 29 last. At the

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