

Davenport, along Hawk Creek & the Columbia River to Hell Gate, & thence north along the San Poil River to the new mining region at Republic. The line would be about 100 miles long.

The Co. is about to give Duluth another great elevator that will be far ahead of the one of 3,000,000 bus. capacity previously built, as the new structure will be of steel, & its capacity will be 6,000,000 bus.

Intercolonial.—During the past fiscal year 19½ miles laid with 58 lb. steel rails were taken up & replaced with 67 lb. rails, & 6½ miles laid with 67 lb. worn rails were taken up & the rails cut & relaid on various parts of the line. 650,135 ordinary ties & 120 sets of switch ties were renewed. 103,166 cubic yards of ballast were placed on various parts of the line where necessary. 42½ miles of barbed & woven wire fence were erected, replacing pole fence & old barbed wire fence. Extensive repairs were made to the old fences on all parts of the line. 7,062 rods of snow fence were renewed in the Central & Northern Divisions.

It is said the Minister of Railways has decided to build a 1,000,000 bus. grain elevator in Montreal, & that the funds will be asked for at this session of Parliament.

Interprovincial Bridge, Hull to Ottawa.—Work is proceeding satisfactorily on the piers. The masonry will be gone on with as soon as the water lowers, & it is expected the superstructure can be put on next fall, by the time the extension of the Pontiac & Pacific Jct. Ry. is completed to Hull. A contract has been let for the superstructure.

Inverness & Richmond.—The prospects for this Nova Scotia line going on this year are very favorable. For some time past P. Ryan & R. H. Bowes, of Toronto, have had an option on the charter from Oakes, Grey & Wheaton, & as stated in our last issue, negotiations have been going on for the sale of this option to Mackenzie, Mann & Co., which have been closed. The I. & R.R. Co. was incorporated by the N.S. Legislature in 1887 to build a line from the Straits of Canso, at or near Port Hawkesbury, to Cheticamp, a distance of about 100 miles, by way of Port Hood, Mabou, Broad Cove & Margaree, with a branch from or near Mabou to Wycocogmah, thence to connect with the I.C.R. at or near Orangedale. For the 1st 58 miles to Broad Cove mines, the Dominion Parliament has voted a cash bonus of \$3,200 a mile, the N.S. Legislature has voted a similar amount, & the County of Inverness has voted \$1,000 a mile. The 58 miles have been surveyed. Some time ago about 15 miles from Port Hawkesbury north were partially graded, & some men have been at work since July last to comply with the Act. It is said Mackenzie, Mann & Co. have secured options on about 60 square miles of coal fields in Inverness county, in the neighborhood of Port Hood, Broad Cove & Chimney Corner, & that they will go extensively into coal mining, shipping the coal to Quebec, Montreal & New England ports, from Cheticamp, at the north end of the line, & from Hastings & Cariboo Cove on the south. (Mar., '98, pg. 82.)

Kootenay Ry. & Navigation Co.—In a memorandum issued from the London, Eng., office of this Co., some references are made to the lines which have been acquired by it. Speaking of the Kaslo & Slocan, it says the capital for its construction was found largely through President Hill, of the Great Northern (U.S.A.) "At Kaslo, the K. & S. Ry. connects with the steamers of the International Navigation & Trading Co., which ply from that point to Nelson, where connection is made with the Spokane Falls & Northern R.R. running to Spokane, at which point the Great Northern & Northern Pacific roads are met. But a considerably shorter & more inexpensive connection with the U.S. roads is offered by the building of 53½ miles of railway from

the southern end of Kootenay Lake (whither the steamers would then run instead of to Nelson) to meet the G.N. at Bonner's Ferry & the N.P. at Sandpoint. This road would run along the valley of the Kootenay river, avoiding any steep gradients or sharp curves or danger of washouts, all of which are difficulties encountered by the Spokane Falls & Northern road. A Co. known as the Bedlington & Nelson R.R. Co. has been formed & incorporated by Canadian Act of Parliament to own & operate so much of the line as lies in Canadian territory, whilst a U.S. Company has been formed to own & operate so much as lies in U.S. territory. During last spring a large engineering force was engaged on the location of the line under N. D. Miller, a chief engineer of the construction of the Great Northern road. A close estimate has been received from him, & he places the approximate cost of construction, equipment, build-ings, etc., at £240,000 for the entire work."

J. F. Stevens, who is associated with Foley, Bros. & Co. in the contract for the line between Kootenay Lake & Bonner's Ferry, says rapid progress is being made with the work all along the route, including the bridge & trestle at Bonner's Ferry.

Rumors have been in circulation to the effect that the Privy Council has granted the application of the Nelson & Bedlington for running powers over the Crow's Nest Ry., from Creston to Kootenay Landing, but up to the time of writing (Apl. 14) no decision had been given.

Kootenay & Northwest.—It is stated that C. R. Watson, C.E., & staff left Golden recently for Cranbrook, B.C., to start the survey of this line & work north. The K. & N. Co. was incorporated by the B.C. Legislature in 1898 to build from Golden south along the Columbia River Valley to Canal Flat, thence along the Kootenay River Valley to Cranbrook, also from or near Golden, north through the valleys of the Columbia, Canoe, Fraser & Parsnip Rivers, to the valley of the Liard River, to the northerly boundary of B.C., or to Teslin Lake. The incorporators were L. Hirsch, A. J. Douglass & A. E. Mitchell Innes, of London, Eng., & it is believed the charter was obtained in the interest of the Great Northern (U.S.A.)

Lake Erie & Detroit River.—There is nothing new to report respecting the proposed extension of this line from Ridgeway to St. Thomas, Ont. The by-law passed by St. Thomas ratepayers granting a bonus of \$20,000 for the extension has been quashed on the ground that the law had not been complied with, the sinking fund not having been mentioned in the by-law. A bonus of \$7,000 granted by the village of Aldborough is also being attached.

Manitoba & Southeastern.—Arrangements are being made for an early start from La Broquerie, to which point the line was built from St. Boniface, 46 miles, last season & it is expected to build to the International Boundary and thence through Minnesota to the mouth of Rainy River, this year.

Michigan Central.—A 3rd truss is to be put on the cantilever bridge over the Niagara River, the truss to be carried by another tower bent and masonry work on each side. The truss is to be placed between the 2 already in position & will strengthen the bridge very much, as is rendered necessary by the increased weight of rolling stock. Work has commenced on the excavations for the foundations.

The new station at Courtright is a frame building, 24 x 62 ft., with spreading eaves 12 ft. high. The room is decorated Gothic, & altogether the building has a very up-to-date appearance.

The Toronto, Hamilton & Buffalo is taking steps to secure right of way for a spur line to the blast furnace. (Mar., pg. 73.)

Railway Appointments, &c.

Canadian Pacific.—F. W. Jones, Assistant to Manager Whyte, of the C.P.R. Western Lines, resigned his position at the end of Mar. to accept the Secretary-Treasurership of the Columbia River Lumber Co., with headquarters at Golden, B.C. Mr. Jones, who has been in the C.P.R. Co.'s service since boyhood, went to Manitoba in 1886 as Private Secretary to W. Whyte, on the latter's appointment as General Superintendent of the Western Division. Subsequently he became Chief Clerk in the General Superintendent's office, & on the creation of the position of Manager, in 1897, he was appointed Assistant to the Manager, with special charge of the operation of the Western Division, in which position he showed marked ability, serving the Co. with zeal & energy, & becoming very popular with the public. On his retirement from the service the railway men & the citizens of Winnipeg presented him with \$1,000 & a \$300 silver tea service as practical testimony of the esteem in which he is held. The Columbia River Lumber Co., of which W. Mackenzie, of Toronto, is the principal stockholder, is among the largest lumber concerns in B.C., having mills at Golden, Beaver, Moberly & Tappen Siding.

On Mar. 30, Manager Whyte issued a circular announcing the appointment of J. Osborne as General Superintendent of the Western Division, with headquarters at Winnipeg, from April 3. Mr. Osborne arrived at Winnipeg Mar. 30, accompanied by his Secretary, G. Graham. On leaving Montreal Mr. Osborne was given an enthusiastic send off at the Windsor St. Station by his colleagues in the general offices. Mr. Osborne, whose portrait appears on the 1st page of this issue, entered the railway service in 1874, the following being his record:—Oct., '74, to July, '83, in Mechanical Department, G.T.R.; July, '83, to July, '86, in Mechanical Department, C.P.R.; July, '86, to Sept., '87, Chief Clerk, Vice-President's office, C.P.R.; Sept., '87, to Oct., '90, Car Accountant, C.P.R.; Oct., '90, to June, '92, Superintendent Car Service, C.P.R.; June, '92, to April, '96, Superintendent Car & Fuel Service, C.P.R.; April, '96, to Mar., '99, Assistant to Vice-President C.P.R. In April, '95, he was elected President of the International Association of Car Accountants.

Vice-President Shaughnessy recently stated that no one would be appointed to succeed Mr. Osborne as Assistant to the Vice-President. It is however, the general impression in C.P.R. circles in Montreal that some other appointment will be made to relieve Mr. Shaughnessy of some of the work he now handles, & it is persistently rumored that the Passenger Traffic Manager, D. McNicol, will receive promotion.

J. D. Chipman, heretofore Travelling Freight Agent, has been appointed City Freight & Passenger Agent at Halifax, N.S., C. S. Phillips having resigned the City Passenger Agency. D. Sutherland, City Canvassing Agent at St. John, succeeds Mr. Chipman as Travelling Freight Agent.

D. Willard, having resigned as Division Superintendent of the Minneapolis, St. Paul & Sault Ste. Marie to take the Assistant General Managership of the Baltimore & Ohio, has been succeeded at Minneapolis by F. C. Batchelder, C. P. Eckels succeeding the latter at Enderlin, N.D.

H. M. McGregor, Travelling Passenger Agent, has been transferred from San Francisco to Alaska.

A report that L. A. Hamilton, Land Commissioner at Winnipeg, was about to retire, has been denied by Asst. Land Commissioner Griffin. Mr. Hamilton is travelling abroad.

W. H. Forrest, on retiring from the Vancouver freight agency recently, was presented with \$100 by the Co.'s employees & with \$100 by local merchants.