

engineering work will amount to several thousand dollars, and at this juncture we are met with difficulty in financing. . . . We will, of course, willingly acknowledge your advance to us as a charge upon the Co. to be compensated for in paid-up stock upon appointment of the regular board next year, or in such other manner as you may direct." The letter has been referred to the Harbor and Industries Committee.

R. E. Stewart, C.E., is making a survey and expects to have it completed by Christmas. The line is proposed to be as near as possible an air one, and will pass near Schomberg, Beeton, and Alliston. (Aug., pg. 226.)

The Canso and Louisburg Ry., which had a charter to build between the Strait of Canso and Louisburg, has closed its office at Port Hawkesbury and removed its effects. The Co. graded about a quarter of a mile of road in the woods. (Aug., pg. 226.)

Cape Breton Ry. Extension Co.—The first sod of the first section of this line from Port Hawkesbury to St. Peters was turned at Port Hawkesbury, Aug. 23, by Mrs. Carleton, a niece of D. VanAken, President of the Manhattan Construction Co., assisted by Mrs. Leonard, wife of R. W. Leonard, Chief Engineer and manager of construction. Leaving Port Hawkesbury the line follows the coast, (within 9 miles of Arichat, on the island of Maclaine, to which point a branch line is projected, the Dominion Government having already voted a subsidy) to Grandique; it then winds through a country well adapted for grazing and farming until it reaches St. Peters, at the entrance to the canal, a distance of 30 miles. It is expected that this section will be completed this year. Eighty-pound steel rails have been ordered in England for the main line, and 72-lb. rails have been delivered at Point Tupper for sidings, etc.

The surveys for the line from St. Peters to Louisburg were made by A. J. Proctor and Mr. McCarthy, and the plans for this section have been completed and have been deposited in the Public Works Department at Halifax. From St. Peters the route turns eastwards skirting the town, thence to Loch Lomond, passing it on the eastern side to the Mira river, the valley of which is followed on the north side to Marion bridge, from which point the route to the northerly terminus is almost direct.

W. S. Webb, President of the Co., recently paid a visit to Cape Breton to see the progress of the work, and on his return to Montreal denied that the line was being built as part

of a combination of lines to connect U.S. lines via Montreal with Louisburg, from which point fast steamers would sail for British ports, as currently reported in the daily papers. (Sept., pg. 271.)

Central of New Brunswick.—The work of renewing and repairing bridges is being pushed forward. E. Briggs is the contractor. (Oct., 1899, pg. 293.)

Chateauguay and Northern Ry.—Smith & Abbott of New York have abandoned their contract for the building of this line from a junction with the Great Northern at Joliette, Que., to Montreal, including the building of the Bout de L'Isle bridge, and it has been re-awarded to Loss & McCrea, also of New York. Mr. Loss has been looking over the ground and arranging for an early start. Sub-contracts for grading will be let, and work will be pushed on each section simultaneously so as to get the line completed, if possible, by July next. (Sept., pg. 271.)

Crow's Nest Southern Ry.—The surveys for this line from Michel, B.C., to the International boundary at Tobacco Plains, including a branch up Morrissey Creek, were made by J. M. Stark, C.E., who is also engineer in charge of construction. Mr. Stark was in Victoria, Sept. 6, filing the completed plans with the Department of Public Works, and in an interview stated the contractors for the line were ready for commencing work immediately. It is only proposed at present to construct the line from the boundary to Fernie and for this work A. Guthrie & Co. have the contract. Sub-contracts have been let as follows: Twohey Bros. of Spokane, six miles of steam shovel work averaging 80,000 cu. yds. to the mile, north of the international boundary; Burns & Chapman, six miles, adjoining; Poupore & McVeigh six miles, principally wheel scraper work, about 400,000 cu. yds. in all, from Elk river to Elko; Grant & Smith, three miles east of Eholt, averaging 80,000 cu. yds. a mile; J. G. McLean, Nelson, B.C., 2½ miles of rockwork, adjoining; Foss & McDonald, Slocan, B.C., 2½ miles of rockwork adjoining. Breckenridge & Lund, the Morrissey Creek branch, and 5 miles of the main line adjoining. Other contracts will be let for the balance of the construction to Fernie. The U.S. continuation of the line from Jennings to the boundary is all under construction and a considerable amount of grading done. The grading on both the Canadian and the U.S. sections of the line is to be completed before winter, and



ROOM IN COMPARTMENT CAR CANADA, C.P.R. ROYAL TRAIN, SHOWING TELEPHONE.

the line from Jennings to Fernie will be opened for traffic by the beginning of the year. (Sept., pg. 276.)

The Cuba Co., it is reported, has a thorough understanding with the British financiers who control the other Cuban railways, in regard to the future working of the lines in the island. The Cuban Government will soon be established and will deal with any difficulties as to rates which may arise. The old stories about difficulties in the way of building the railway are again in circulation and Sir Wm. Van Horne, President of the Co., says:—"I have persistently denied these stories, but they as persistently crop up again. The work is progressing satisfactorily, we have 3,500 men employed and the construction portion of undertaking will be completed in eight or nine months. We haven't any more sickness amongst our men than would occur in any other works in America. Of course, our sanitary regulations are strictly enforced, and there are not any more men in hospital to-day than we had during the building of similar undertakings in the north."

Duluth and Iron Range Rd.—An amendment to the articles of incorporation has been filed authorizing the building of an extension of this line from Ely, Minn., to the Canadian boundary where a connection will be made with the Duluth extension of the Canadian Northern Ry. See Canadian Northern Ry., pg. 338.

Duluth, Virginia and Rainy River Ry.—Surveys are reported to have been completed for this line from Virginia to Koochiching Minn., on the opposite side of Rainy river to Fort Frances, Ont., where it is proposed to make a connection with the Canadian Northern Ry. either by a bridge or a ferry. The Minnesota Land and Construction Co. has been organized to build the line, and work on the first 20 miles is reported to have been commenced. W. H. Cook, of the Cook and Turrish Lumber Co., is President of the Co., which has just filed amended articles of association increasing its capital to \$2,000,000. Mr. Cook, in the course of an interview recently, said the Co. had on hand steel for 31 miles of track, 51,000 cedar and tamarack ties, and proposed cutting 250,000 more this winter. Three construction camps were working on the first 10 miles of the road, and two more would be put on at



CAR USED BY THE PRINCE OF WALES, NOW KING EDWARD VII., IN CANADA, 1860.