

of the Q. & L. St. J. & 40 miles of the Lower Laurentian, to make the required connection between Quebec & Hawkesbury, where the line will connect with the Canada Atlantic for Ottawa & Parry Sound. These several links will form a new trunk line, 553 miles in length, between Quebec & Parry Sound, made up as follows:

The Q. & L. St. J. Ry. runs for the 1st 58 miles from Quebec in a nearly westerly direction to Rivière à Pierre Jct., 58 miles.

From Rivière à Pierre westward, the Lower Laurentian Ry. is completed to St. Tite, near the River St. Maurice, & the G.N. thence to Shawanigan, 50 miles.

A link is being constructed from Shawanigan to Montcalm, near Joliette, about 53 miles.

From Montcalm to St. Jérôme, the G.N. Ry. is built 28 miles.

A link will have to be built from St. Jérôme to Grenville on the River Ottawa, & a bridge over that river to Hawkesbury, where a very favorable location has been surveyed, 35 miles.

From Hawkesbury, the Canada Atlantic Ry. is built to Ottawa, 84 miles.

From Ottawa, the Ottawa, Arnprior & Parry Sound Ry. is built to Parry Sound, 265 miles.

This gives a total mileage of 578 miles, which it is proposed to reduce later on to 553 miles by building two short links, one between Lake Simon & the Batiscan River, the other to shorten the mileage between Hawkesbury & Ottawa. (Official.)

We are unable to give any particulars at present as to the progress of construction on this line, but some reference to it will be found in the report of the annual meeting of the Q. & L. St. J. Ry., on pg. 86 of this issue.

This Co. has asked the city of Quebec for \$200,000 30-year 3½% debenture bonds, of which \$50,000 is to be used for the Hawkesbury bridge, \$50,000 for workshops in Quebec, & \$100,000 for completing the line. The City Council has decided to ask authority from the Legislature to subscribe to \$200,000 capital stock of the Co., payable only upon completion of the line, so as to form a through route from Quebec to Parry Sound & the building of the workshops in the city.

**Iroindale, Ottawa & Bancroft.**—This line is projected to run from a junction on the G.T.R.'s Lindsay-Haliburton branch easterly to Brockville. At present it is completed & in operation from the G.T.R. Jct. to Baptiste, near Bancroft, 45 miles. At the last session of the Ontario Legislature it was voted a bonus of \$30,000, being \$3,000 a mile for a 10-mile extension from a point 45 miles from Iroindale, at the end of the portion to which aid was granted in 1896, & thence easterly. It is not expected that any work will be done on the extension this year. (Official.)

**Intercolonial.**—The contract for the deep water terminus at North Sydney has been let to M. J. Ross & J. B. McManus, of North Sydney. The work consists of grading & laying about ½ a mile of track from the station to the wharf & on the wharf, the building of a new wharf & retaining crib work & filling in between the crib work & the old wharf. (Official.)

The I.C.R. station at Moncton, N.B., now approaching completion, is a handsome building of buff brick, with red sandstone trimmings. The interior is finished in B.C. cedar & Douglas fir. The lower ceilings are of wood, the walls being wainscotted the whole height to the ceiling with panels. The extreme length is 195 ft., width 47 ft. The ground floor has the following accommodation: Express office, 39½ x 9 ft.; refreshment room, 26 x 34 ft.; ladies' waiting room, 30 x 33 ft.; ladies' parlor, 17½ x 22 ft.; ladies' lavatories; vestibule, 14¾ x 21¾ ft.; ticket office, 7½ x 21½ ft.; agent's office, 6½ x 14½ ft.; parcels, 10½ x 10½ ft.; men's waiting room,

30 x 33 ft.; smoking room, 17½ x 22 ft.; men's lavatories, mail & baggage, 32 x 34 ft. On the first floor is accommodation for Trackmaster, W. U. Telegraph Co., Train Dispatcher, trainmen, etc. The plans were made under the direction of the ex-Chief Engineer P. S. Archibald, in 1896, the contract being carried out by Rhodes, Curry & Co., of Amherst, N.S.

**Lake Erie & Detroit River.**—Two by-laws to aid the proposed extension of this line from Rridgetown to St. Thomas have been defeated. As mentioned in our last issue on May 11, the ratepayers of Dutton defeated a \$5,000 by-law, & on May 27 a \$20,000 by-law was defeated by St. Thomas ratepayers.

The L. E. & D. Ry. slip dock at Port Stanley is expected to be completed by Aug. 1. The Shenango line of car ferries will operate between Port Stanley & Cleveland, Ohio. The ferries have a capacity of 28 loaded cars.

**Lake Manitoba Ry. & Canal Co.**—Work on the extension from Sifton to the Saskatchewan River is under way in charge of R. J. McKenzie. A yard has been laid out at Sifton. It is expected about 80 miles will be built this year & the balance of 60 miles next year. Contractor Buchanan brought in his outfit from the Crow's Nest Pass & is at work on this line.

**Michigan Central.**—A press statement that the main line of the Canada Southern between Essex & Taylor, 65 miles, would be double-tracked this season would appear to be without foundation; at least, Division Superintendent Morford, at St. Thomas, informs he had not heard of it. Of the 226 miles between Windsor & Suspension Bridge, N.Y., 93.6 miles have double-track, viz: Windsor to Essex, 16 miles; Dutton to Springfield, 32.1 miles; & Cayuga to Suspension Bridge, N.Y., 45.5 miles. (Official.)

**Midland of Nova Scotia.**—Location surveys are in progress for this line from Windsor east 60 miles via Kennetcook River to Truro. The contract for building has been let to W. G. Reid, of Montreal, who has sublet in part to Fitzpatrick Bros. The work is not difficult. There will be a bridge on the Subenacadie River, expected to cost between \$60,000 & \$100,000. Bids have been asked for equipment. The road is to be completed Sep. 9. It will furnish an air line from Sydney to Boston, & will pass through a fertile & populous country which should afford much local traffic.

**Musquodoboit.**—At the last session of the Nova Scotia Legislature a charter was granted for a railway from the Musquodoboit Valley to some point on the I.C.R. It is proposed for the road to run from Parker's Corner to Windsor, about 40 miles. A survey is now in progress under W. Yorston, C.E. (Unofficial.)

**Nelson & Bedlington.**—Surveys are reported to have been commenced for this line from Bonner's Ferry, Idaho, on the Northern Pacific, north through the valley of the Kootenay River to Kootenay Lake, B.C., a distance of 52 miles. N. D. Miller, Chief Engineer, Nelson, B.C.

**New York & Ottawa.**—As mentioned in our May issue, pg. 68, track was laid last fall for 53 miles between Cornwall & the junction of the Canada Atlantic, at Hawthorne, about 5 miles from Ottawa, & ballasting is being pushed ahead. On May 30, the Railway Committee of the Privy Council granted the Co. permission to cross the Canada Atlantic tracks at grade, near Hawthorne, where connection will be made with the Montreal & Ottawa Ry. (C.P.R.) over the tracks & new Rideau Bridge of which Co. the N.Y. & O. will run as far as the deep cut, from which point the Canada Atlantic tracks will be used into that Co.'s station at the Canal Basin in Ottawa. The application for a grade crossing was opposed by the Canada Atlantic, on the

ground that the large and increasing traffic of its line at that suburban point would render a level crossing dangerous. It asked that the applicant be compelled to make an overhead crossing. The Deputy Minister of Railways examined the site, reporting in favor of a level crossing, which the Committee ordered, stipulating that the N. Y. & O. should put in the best possible equipment, maintain signals, &c., & pay the cost of the application, some \$500.

The St. Lawrence Bridge at Cornwall is being pushed with all possible speed. It will be 842 ft. long over the north channel & 1,110 ft. over the south channel, crossing from a point about a mile above the town of Cornwall to Cornwall Island & from the south side of the Island to the U.S. shore.

**Northern Pacific.**—J. R. McArthur, contractor for the 50 mile branch from Belmont to Hartney, Man., commenced grading June 13, & expects to complete it by the middle of October. The Ry. Co. supplies the ties & rails. G. A. Simpson, C.E., is in charge of the work for the Co., & D. D. McArthur, the contractor's brother, is manager for him.

**Ottawa Central Station.**—The C.P.R. & New York & Ottawa Ry. have secured permission to use the Dominion Government land leased to the Canada Atlantic & Ottawa, Arnprior & Parry Sound Rys., & also the Central Station at the canal basin. The application of the C.P.R. & N.Y. & O.R. was based on a claim to use the land as joint tenants with the C.A.R. & O., A. & P.S.R. These claims were argued at length, & the committee was asked to recognize the principles of their application & then the railways would get to work & settle the details of the agreement among themselves. The committee was also asked for an interim order allowing the two new railways the right to take possession, without prejudice to either party, pending the final settlement of the terms. On the other side it was claimed that Mr. Booth's roads should be treated as the primary tenants, who take all the risks of the lease, & that it was impossible to fix the terms, as it is not yet known what will be the character of the business done. The Minister of Railways announced that the claim of joint tenancy could not be entertained. Mr. Osler added that he hoped it would not hurt the dignity of the other roads to come in as Mr. Booth's tenants, to which Mr. Clark replied that it was dividends they wanted, not dignity. After considerable cross firing & persuasion on the part of Mr. Blair, Mr. Osler, on behalf of his client, stated that the C.A.R. would handle the trains of the 2 new roads. Mr. Blair urged him to name a rental pending a permanent agreement. This Mr. Osler did not appear inclined to do, but at length \$1,500 a month from each of the 2 roads was agreed upon. This arrangement is merely temporary, & if a less sum is agreed upon the difference will be refunded. The matter will come up again before the Railway Committee on September 6, when the Committee will fix the permanent rental, if the 3 lines interested do not come to an agreement in the meantime.

**Pembroke Southern.**—We have been unable to verify the press report that a contract for building this line from Pembroke to Golden Lake, Ont., has been entered into. We have written several letters to the Manager of the Co., but they have not elicited any reply.

**St. Thomas, Ont., Union Station.**—A press report that a movement is on foot to build a union station to accommodate the G.T., the Wabash, the C.P. & the Lake Erie & Detroit River Rys., is probably without foundation. A prominent C.P.R. official, who would be likely to know if such a thing was on foot, says there is nothing in it.

**The Toronto, Hamilton & Buffalo** & the C.P.R. are cramped for track room at Hunter St. station, Hamilton. Options have been obtained for the purchase of property on the