

to the effect that rails had been laid to within 7 miles of the point at which it will connect with the C.P.R., 4 miles west of Creston, B.C. Tracklaying had then to be stopped owing to want of rails. (Oct., pg. 295.)

On the Co.'s subsidiary line, the Kaslo & Lardo-Duncan, grading is said to be completed from Argenta to Duncan City, B.C.

Lake Erie & Detroit River Ry.—In reference to the report that this Co. will erect a summer hotel at Erieau, we were officially informed on Oct. 23 that nothing definite had been decided on and that it was then uncertain whether the hotel would be built or not. (Oct., pg. 295.)

Manitoba & Northwestern.—The extension of this Co.'s subsidiary, the Saskatchewan & Western, 2½ miles at Rapid City, Man., to connect with the Great Northwest Central, has been completed. See also under head "Great Northwest Central," on pg. 326. (Oct., pg. 295.)

Manitoba & Southeastern.—On Oct. 31 we were informed that track had been laid from La Broquerie, last year's terminus, to a point about 85 miles southeast of Winnipeg & within 23 miles of the International Boundary. Grading was going on, & it was hoped to reach the Boundary before winter. The grading in Minnesota, on the Minnesota & Manitoba Ry., was reported as going on & as likely to reach the Boundary this year to connect with the M. & S.E.R., in which case track would be laid as far as War Road, Minn., which is about 10 miles from the Boundary, & will be a very important lumber point. (Oct., pg. 295.)

Michigan Central.—A contract has been let at \$150,000 for the iron work necessary to add a third truss to the cantilever bridge at Niagara Falls. The foundation work is being done by the Co. (Oct., pg. 295.)

Midland of Nova Scotia.—As mentioned in our last issue track has been laid between Windsor & the Shubenacadie River, 45 miles. Grading from the River to Truro, 15 miles, is about completed; track laying has been started, & it is hoped to complete that section this year. The bridge over the Shubenacadie will not be completed until well on into 1900. (Oct., pg. 295.)

Northern Pacific.—The branch from Portage la Prairie, Man., north towards Lake Manitoba, has been completed for 9 miles. Surveys have been made to the Lake, & it is possible the branch may be extended there next year. The branch from Portage la Prairie northwesterly has been completed to Beaver Creek, 20 miles. (Oct., pg. 295.)

In reference to a possible extension of the last mentioned line to Neepawa, Man., the Co.'s solicitors have written the press, saying among other things: "The most that can be said by way of encouraging an expectation of an extension in that direction some time in the future is that the President has authorized an examination of some sections of the province by a surveying party with a view of considering the question of possible extensions in the future. The deputation from the Neepawa council made very strong & encouraging representations as to the desire of the people of the town & district to have a branch of the company's lines competing for their traffic. We believe that similar representations have been made by other residents of the town interested in transportation. And we are led to hope that amongst others a surveying party may be instructed to make a report on the country tributary to that town."

The Nova Scotia Southern is projected to run from Shelburne, N.S., to New Germany on the N.S. Central & ultimately to Halifax. A provincial charter was granted for it years ago, a few miles were graded near Shelburne & then work was discontinued & the charter

lapsed. Last session the N.S. Legislature revived the charter, to come into operation by proclamation. Unconfirmed press reports say track has already been laid between New Germany & La Have River, & that it is expected to complete the first section of 90 miles by next June & the whole distance of 167 miles from Shelburne to Halifax by the end of 1900. R. G. Hervey, formerly of Brockville, Ont., is the promoter. (Oct., pg. 295.)

Ontario & Rainy River.—Track laying has been delayed by want of bridge lumber, but 5 miles have been completed, & it is expected to keep on till the grading is overtaken, some 40 or 50 miles west. The fine weather of the past month has been very favorable, & the grading on the first 50 miles from Stanley West is rapidly approaching completion. About 1,400 men are employed. A telegraph line has been built along the Port Arthur, Duluth & Western from Port Arthur to Stanley, & is being continued with the tracklaying along the O. & R.R. The completion of 50 miles will carry the railway to the Mattawin iron deposits. See also under head "Port Arthur, Duluth & Western," below. (Oct., pg. 295.)

Ottawa & Gatineau.—Construction is proceeding on the extension from Gracefield, 60 miles from Ottawa, to Maniwaki, & it is expected to take out all the rock during the winter & to finish the work to Maniwaki early next spring or summer. The extension skirts the shores of Castor, Trout, Blue Sea, Abitotbee, & several other large lakes, & will be between 23 & 25 miles in length. (Oct., pg. 296.)

Ottawa & New York.—We are advised that the work of rebuilding the steel bridge over the south channel of the St. Lawrence at Cornwall will be completed so that a through train service may be established through the Adirondacks between Ottawa & New York by July 1, 1900. The line is now being operated locally in two parts, the O. & N.Y. Ry. between Ottawa & Cornwall & the N.Y. & O. R.R. between Hogansburg & Tupper Lake, N.Y. (Oct., pg. 296.)

Port Arthur, Duluth & Western.—The gradients & alignment between Port Arthur & Stanley Jct. are being improved to conform to the standard of the Ontario & Rainy River Ry., which will use this line between the points mentioned. (Oct., pg. 296.)

A telegraph line has been built from Port Arthur to Stanley, & is being continued along the O. & R.R. Ry.

It is reported that this line, which runs from Port Arthur, Ont., to Gunflint Mines, 92 miles, & which has been absorbed by the Ontario & Rainy River Ry., will be extended to Ely, Minn., about 45 miles, to connect with the Duluth & Iron Range Ry.

Pontiac Pacific Jct.—On Oct. 26 we were advised that about 2 miles of the extension from Aylmer to Hull, Que., had been graded, that track laying would be commenced in a few days thereafter, & that it was expected to reach Hull with the track before the end of this year. (Oct., pg. 296.)

The line between Aylmer & Shawville is being rebalasted.

A by-law to grant the Co. \$30,000 for the establishment of its shops in Hull, has been defeated by the ratepayers, who voted on the basis of their assessment. E. B. Eddy, representing 95% of the E. B. Eddy Co.'s assessment of \$360,000, cast 1,710 votes against the by-law.

The Port Angeles Eastern is the Co. which wants Victoria, B.C., to bonus it to establish a ferry connection between that city & Port Angeles, Wash. The Co. has this season, it is said, built ¾ of a mile of trestle at Port Angeles up to the point where the docks will begin. About 6 miles of grading

is completed, & about 10 miles of right of way cleared. The surveys run east from Port Angeles across Sequim Prairie around the headwaters of Sequim Bay & Port Discovery Bay to Quilecene. Surveys are in progress for an extension to Shelton & Olympia, where connection will be made with the Northern Pacific.

Prince Edward Island.—A contract for straightening the main line between Colville & Loyalist has been awarded to W. Kitchen, of Fredericton, N.B. Work has been begun & the contract requires it to be completed by June, 1900.

Ten miles of the Murray Harbor branch from Charlottetown is being located by H. J. MacKenzie, brother of W. B. MacKenzie, Chief Engineer of the I.C.R. It is expected that tenders will be asked for at an early date, & that construction will be started early next spring. The country through which the line is located is of a rolling nature, about the same as other portions of the Island, red soil & sandstone. It is fairly well settled all along the line, & would appear to warrant the belief that it would be quite up to, if not superior, to the main line in producing revenue. The gradients & curvature will be much less than in the present lines on the Island. Plans & specifications are being prepared by W. B. MacKenzie for the bridge over the Hillsborough River, & it is expected that tenders for it will be invited shortly. (July, pg. 210.)

Spokane & Northern.—Grading is reported begun on the cut-off from the Spokane Falls & Northern, a short distance north of Dugoon, Wash., to run south-east about 3 miles to the G.N. main line. It is stated that the intention is to abandon the section of the S. F. & N. into Spokane when this section is completed. — Railroad Gazette.

St. John Valley & Riviere du Loup.—At the last Dominion Session the subsidy for 59 miles of this line, from Fredericton to Woodstock, was revoked. We are informed by one of the parties interested that a contract has been entered into between the Co. & the New Brunswick Government, which carries with it a provincial subsidy, & that an engineer has made a rough estimate of the probable cost of construction. (Oct., pg. 297.)

The Toronto, Hamilton & Buffalo has been granted an extension of time to Dec. 31, 1900, by Hamilton City Council, for the construction of the spur line to the northeast part of the city. (Oct., pg. 297.)

White Pass & Yukon.—Good progress is reported on the construction of the section between Cariboo Crossing, at the northeast end of Lake Bennett, & the White Horse Rapids, some 40 miles. About 20 miles of grading have been done, and tracklaying will soon be started. It is expected to go on with rock work all winter, & to have the section completed by the opening of navigation. (Oct., pg. 297.)

A Tacoma paper tells the following story about a cargo of 1,700 tons of steel rails which were loaded at Vancouver, & are to be used on the section above referred to:—The rails were made in the U.S., & were originally purchased for building an all-Canadian road to the Yukon from a point on the Stikine river. By the time the rails reached Vancouver the project had collapsed, when the rails were stored, & after some months were sold to a Japanese railway syndicate. This deal fell through, however, & the rails were bought by a Seattle firm, which recently made sale of them to the W.P. & Y.R. It thus happens that the rails will constitute a portion of a road to the Yukon, although it will not start from the terminus originally intended. As they must be taken over U.S. territory they had to be bonded for \$12,000, the amount covering the duty thereon.