

at 125 lbs. per inch. The dynamo & air compressor are in the boiler house. The entire plant is lit with incandescent lights. The copper wires for the electric lights are encased in a ¾-in. pipe all over the engine house. The foreman's office, storeroom & engineers' waiting room are in a separate building, 75 x 22 ft. When the engines come from their trains they come by the coal chute, which has 32 pockets, take coal, then get sand from an overhead bin, then to the cinder pit, of which there are 2 side by side, with a track between them for the cinder gondolas, then across the table, a 70-ft. one, & on into the house. When they go out to their trains they pass out on another track, & are not held by the incoming engines. The cinder pits have a bar of iron 4 x 1 in. on each side near the top, supported by brackets, which makes a railway on which the ash buckets are moved along to the center of the pit, where an air hoist lifts the buckets of ashes up over the gondolas & they are dumped. The cinder hoist extends over both cinder pits. The cars of coal are drawn up on the coal chute with a cable passing over pulleys at the end of the building & attached to a locomotive on the tracks below; 4 cars can be pulled up at once. In the end of the coal chute is located the sand house, with drier on the ground floor. From there the sand is elevated to the bins above with air pressure. The storage bins for the fresh sand hold about 800 yards. In the way of running repairs there will be enough machinery to do considerable light work. There is one drop pit which will take out a pair of drivers or truck wheels. As this is a terminus of both the Middle & Detroit divisions, a large number of engines will be handled here daily. The old roundhouse at Ft. Gratoit, of 19 pits, will now be used for a repair shop.

Surveys, Construction, Betterment, &c.

Algoma Central.—On Feb. 5 we were informed that the Michipicoton branch was completed to within 2 miles of the Helen Mine, & would be finished to the mine by April 1. This branch will be extended during the year to connect with the C.P.R. near Grassett station. Contractor Conmee has commenced work on the main line to Sault Ste. Marie, his contract requiring the completion of 12 miles by June 1. It is intended to complete 50 miles of the main line this year as well as the Michipicoton branch, which will also be about 50 miles in length. It is intended to connect the

main line with the Michipicoton branch during 1901. The line is being laid with 85 lbs. steel & equipped with 100 ton locomotives from the Baldwin Locomotive Works, & 110,000 lbs. steel ore cars. (Feb., pg. 41.)

The Canada Atlantic has built a branch line known as the McAulay Central Ry., from 5 miles west of Madawaska, which is 130 miles west of Ottawa, up to the scene of lumbering operations in the shanties, a distance of about 10 miles.

The Canadian Northern Ry. starts at Gladstone Jct., on the Manitoba & Northwestern Ry., 35 miles west of the latter line's southern terminus at Portage la Prairie, therefore, in order to reach Winnipeg by existing lines, the C.N. has to run over the M. & N.W.R., now about to be leased by the C.P.R., to Portage la Prairie, from which it has a choice of two routes to Winnipeg, either by the C.P.R. or by the Northern Pacific's Portage branch. Last year negotiations were in progress between the C.N.R. & the N.P.R. for running rights for the former over the latter's Portage branch, but they were broken off. It is understood that if it fails to make satisfactory running arrangements in order to reach Winnipeg the C.N.R. will build between Winnipeg & Gladstone Jct. The old Winnipeg & Hudson's Bay Ry. Co., whose franchise & property has passed into the hands of the C.N.R., built 40 miles of line from just west of Winnipeg to a point between Shoal Lake & Lake Manitoba, but never operated it. Probably some 20 or 30 miles of this line from the Winnipeg end would be utilized & a new line would be built for the balance of the distance to Gladstone Jct. Eventually the whole of the 40 miles built by the W. & H.B. Ry. is likely to be put in running order, & it will probably be extended by way of the narrows of Lake Manitoba to connect with the C.N.R. main line in the Dauphin district.

Canso & Louisburg.—Several railway papers published in the U.S. have stated that this Co. will build a bridge over the Strait of Canso, at an estimated cost of \$3,000,000. We are officially informed that the Co. has no such intention, as it is pretty certain that such an enterprise would not pay for many years to come. About 10 miles from the Strait of Canso the River Inhabitants will be crossed by a bridge about 800 ft. in length, 2 spans of 200 ft. each & two 50 ft. girder approaches, with trestles, fills, etc. It is expected to cost about \$75,000 and will be the largest bridge on the line. We are also informed that construction

will be pushed on rapidly as soon as weather will permit. It is stated that Chief Engineer Armstrong has located 30 miles of line to St. Peter's, & that the cutting out of the right of way has commenced. (Feb., pg. 41.)

Central Ontario.—We are officially informed that the extension from Ormsby to Bancroft, 21 miles, is practically all graded, there being only a few small places of rock yet to take out. Two miles of track have been laid & ballasted. The rails & all material for laying the balance of the track are now on the ground & track laying will be started as early as possible in the spring. It is expected the whole line will be completed next summer. This line will open up a fine timber district & give an opportunity of developing a number of valuable mineral deposits. (Jan., pg. 8.)

Edmonton, Yukon & Pacific.—A Montreal despatch dated Feb. 26 stated that the railway & traffic bridge built by the Dominion over the north Saskatchewan river at Edmonton having been completed so that connection can be made with the terminus of the Calgary & Edmonton Ry., on the south side of the river, it is probable that construction will be commenced this year on the Edmonton, Yukon & Pacific Ry. which is projected to run from Edmonton either to the Yellow Head Pass or to the Peace River Pass, & thence to a port on the Pacific Ocean in B.C. It is said that Mackenzie, Mann & Co. now control the E.Y. & P. charter.

Great Northern of Canada.—Col. Jas. McNaught, of New York, who is said to be interested in this line, now being extended westward to connect with the Canada Atlantic at Hawkesbury, is reported to have recently stated as follows: "Plans have been partially completed for a new great transcontinental railway line, with a connecting line of steamships to Liverpool, by which the distance between that city & the western grain States is to be shortened 800 miles. The new Milwaukee Southwestern is to be part of this system, which, when completed, will extend to the Pacific Coast. The final proposition of the M.S.Ry. Co., which is to be built from Milwaukee to Rock Island, Ill., will unquestionably be accepted by a large majority. It will involve a subsidy from Milwaukee County of \$800,000 in county bonds to aid in the construction of the road, for which the county is to receive noncumulative preferred stock of the Co. This road will be operated in connection with the Canada Atlantic & the Great Northern Ry. of Canada. The line of the C. A. & its connections will be used as far as

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