

ding the employment of Chinese in construction or operation of the road, but this was defeated both in the Committee & in the House. (Nov., pg. 333.)

Dalton Trail to Kluckwan.—Robertson & Robertson, solicitors, Victoria, give notice of application to the B.C. Legislature to incorporate a company to build & operate a railway from the northern boundary of the province at or near the point of intersection of the Dalton Trail; southw., to or near the Indian village of Kluckwan, Cassiar district, or to that point of the boundary line between B.C. & the U.S. which is nearest to the shores of Lynn Canal.

Edmonton, Yukon & Pacific.—A press item states that the Mayor of Edmonton, Alta., recently received a letter saying that Mackenzie, Mann & Co. would immediately begin building 4 miles of this line, connecting Strathcona with Edmonton, preparatory to work on the 50 miles subsidized from Edmonton westward. We are unable to verify this & cannot ascertain if any immediate construction is intended. (Mar., pg. 72.)

The Fort Erie Ferry Railway Co. is applying to the Ontario Legislature to extend the time for the completion of its line.

Gaspé Short Line Ry.—A bill is before the Dominion Parliament to incorporate a line from Gaspé Basin, following the valley of the York River for about 30 miles, thence through the interior of the Gaspé Peninsula to the I.C. R. north of Causapsal, with branch lines to Paspébiac or to any point on the Baie des Chaleurs Ry., the applicants being Hon. S. Hanbury & H. Higgins, London, Eng.; L. K. Joncas, Quebec; C. E. A. Carpenter, Gaspé Basin; J. X. Lavoie, Percy. The bill was warmly discussed in the Commons Railway Committee. One clause gave the Co. power to acquire & operate the Baie des Chaleurs Ry. Dr. Sproule remarked that this looked like a job. Mr. Fitzpatrick retorted that the Baie des Chaleurs Ry. was the worst job in Canadian history, that the line had only been built to Paspébiac, that it had been closed since last Jan. as being unsafe, that the Co. had received from the Provincial & Dominion Governments \$1,000,000 in cash, that there was now a suit against it for \$160,000 by one of the contractors (Mr. Macfarlane), that there were about \$60,000 due to workmen on the line, & that the promissory notes of the Co. were being sold in Montreal at 20c. on the dollar. The object of this clause was simply to give the Gaspé Short Line Ry. Co. power to buy the road when it was sold by the sheriff. The clause passed. Mr. Tisdale wanted to know what would become of the Baie des Chaleurs bondholders when the line was sold. Mr.

Patrick told him that the line would be sold subject to the claims of the workmen & Mr. Macfarlane. Whatever the sheriff has left, when these claims are satisfied, will go to the bondholders.

Great Northern of Canada.—Contractor Ross says the line will be completed between Shawenegan, Que., & Hawkesbury by Aug. 1. The remaining bridges will be completed early in the summer. About 20 miles of the ballasting has been completed, leaving 65 miles of ballast & about 30 miles of track yet to be put down. Forty miles of the road between St. Jerome & Ste. Elizabeth have been operated by the contractors during the winter. (Mar., pg. 72.)

Great Northern (U.S.A.)—A resident of Killarney, Man., states that President J. J. Hill, writing to him recently, stated that his Co. did not care to consider any proposition looking to the extension of its lines into Manitoba.

When in Seattle, Wash., recently President Hill stated that improvements to be undertaken by this Co. will involve the expenditure of between \$2,000,000 & \$3,000,000 in the State of Washington during the coming summer. The tunnel through the Cascades will be finished sometime in Sept., boring being now in progress at the rate of 500 ft. a month. Several spur lines will be built to accommodate the rapidly increasing lumber business. Mr. Hill says 140 shingle mills are now in operation along the line of the Great Northern in Washington. The wooden bridges on the Coast lines are to be replaced with steel. Perhaps his most interesting statement is that relating to his preparations for Oriental trade. Three great steam freighters have been ordered & are to be completed in Nov., 1901. It will take 1,500 freight cars to fill one of these freighters, & for this purpose 12 miles of trackage will be needed at the terminal point. This will call for very extensive additions to the facilities which the railway now has at Smith's Cove, Seattle. While at Whatcom Mr. Hill spoke very encouragingly of the prospects of the Bellingham Bay towns, & gave more than colorable ground for the belief that he contemplates, as Oriental business expands, to utilize the excellent harbor there in connection with this commerce.

Halifax & Yarmouth.—M. Murphy, Nova Scotia Government Engineer, reports as follows on the Coast Ry. of Nova Scotia, the name of which has recently been changed to the H. & Y. Ry.:—"The construction of this railway has proceeded slowly for the last two years. In Jan., 1898, 30 miles was sufficiently advanced towards completion to warrant the payment of subsidy on that distance. To-day

it is not sufficiently advanced to warrant the payment of subsidy under the conditions of contract for the additional 20 miles over which the rails are laid. In the present unfinished condition of the 20 miles from Pubnico to Barrington Passage, I could not undertake to give an approximate estimate of the cost to complete that distance. A commendable feature in the construction of the Coast Ry. is the class & character of its structures. All are of a durable type, well proportioned & well adapted to their requirements. The bridge substructure is of granite, ashlar masonry, in regular courses; the superstructure is of steel, & of ample size & strength for heavy traffic. All culverts, where split granite could be obtained at a reasonable distance, are built of that material. If granite or good building stone for substantial & permanent structures could not be had within easy distance, concrete work was employed as a substitute. The workmanship is good throughout & fairly up to the requirements of specification. The rails are 56 lbs. to the yard, & are laid with ordinary fish-plates on sleepers or ties placed 2 ft. apart. In the first 4 miles proceeding easterly from East Pubnico station, there are yet some ties wanting to reach the standard of 2640 to the mile of track, not many, but still sufficient to warrant remark. The ballasting over the 2 last sections of 20 miles, 10 miles each, so far as it has proceeded, has been attended with unusual trouble & expense. The haul has been long & the material coarse, concretionary, expensive to excavate & to handle. Prospects for better ballast pits are said to present themselves along the extension of the next section of 10 miles easterly. If so, it might be advisable to run no more ballast easterly from the pits at Pubnico, but to ballast westerly from those that look better on the next section as soon as the track will be extended to reach them." (Feb., p. 41.)

Intercolonial.—A number of round-houses on the line will be erected this year. The present one at Stellarton being too small, another will be built, with a 70 ft. turn-table, & the round-houses at Truro, Campbellton, Riviere du Loup & Hadlow, will be enlarged to accommodate 65 ft. turn-tables, necessitated by the use of larger engines. It is also probable that larger round-houses may be built at St. John & Halifax. All of the round-houses will be equipped with ball-bearing turn-tables.

In view of the largely increased traffic to Cape Breton, the question of improved accommodation for crossing the Strait of Canso, is being considered, & it is probable that the present place of crossing from Port Mulgrave

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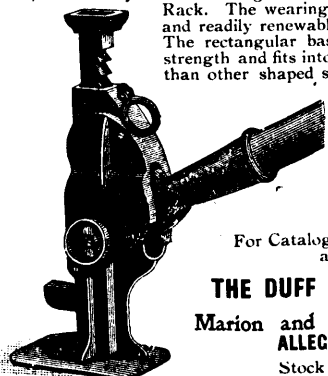
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