

fax, caling at all shore ports. It is said the Co. will survey a branch from Liverpool north to Caledonia, 25 miles. It is intended to change the name of the Co. to The Halifax & Yarmouth Ry. Co. (Nov., '98, pg. 238.)

Edmonton Bridge.—We are officially informed by the Dominion Department of Public Works that a contract has been let by the Department for the construction of the superstructure of this bridge, which will be used by the Edmonton District Ry. to make connection between South Edmonton & Edmonton. A full description & illustration of the bridge appeared in our issue of Dec., '98, pg. 261.

Edmonton District.—One of the directors informs us that until the legislation asked for at this session of the Dominion Parliament is disposed of, there is no definite information to be given. He says surveys have been made, & that preparations are being made for building the line from South Edmonton to Edmonton, & that in all probability the line will be built to Athabasca Landing this year.

Reference was made in our Feb. issue to the work done in respect to a reconnaissance survey from Edmonton towards the Yukon under the Department of Railways. Following is a portion of the report:—Between the junction of the Parsnip & Finlay rivers & Hudson's Hope, Peace River runs between 2 ranges of mountains which have an elevation of between 3,000 & 4,000 ft. above the level of Peace River. The peaks of some of the mountains are bare of vegetation. Mt. Selwyn is the highest point of the eastern range along the rivers, & has an elevation of 6,240 ft. above sea-level. It was ascended by the chief of the expedition, who succeeded in reaching the summit, where he obtained a wide spread view of the surrounding country, presenting to him a grand panorama of mountain peaks capped with snow the year round as far as the eye could reach. Peace River has a fall of about 1½ ft. per mile on an average from the junction of the Parsnip & Finlay to the canyon, & presents no serious obstacles to navigation, with the exception of the Parle Pass & Finlay Rapids, where it is necessary to portage supplies & other freight. Peace River Canyon, which is about 24 miles long,

presents the appearance of a large canal cut through the mountains by the river, the walls of the canyon being 100 to 400 ft. high. It has taken ages to make the channel through which it runs at the present time, the old bed of the canyon being clearly seen over 150 ft. above the river where it now runs. The proof of this is seen in a series of deep wells cut in the solid rock by whirling boulders caused by the eddies of the river, being similar to such wells on the level of the river as it runs now. These wells are 15 to 20 ft. deep, & from 2 to 4 ft. in diameter, their walls being worn smooth & polished by the constant rubbing of the boulders as they turned for centuries. Three miles from the mouth of the canyon there is an island which presents at a distance the appearance of a large ship of war of the old wooden pattern, with its numerous port-holes. This island stands about 30 ft. out of the river, having been cut out in this peculiar way by the river in the years gone by. The fall of the river through the canyon is about 270 ft. in 23 miles, & there is a series of rapids from its mouth to Hudson's Hope. Navigation, although dangerous, is not impossible at certain times of the year to expert boatmen; but there is nothing to be gained by attempting to go through.

Great Northern of Canada.—The rumor published in our Mar. issue, pg. 82, to the effect that a contract has been let for the completion of the 88 miles of this line to be built between Shawenegan, Que., & Hawkesbury has been confirmed. A contract has been made between the Co. & the Great Northern Construction Co., composed of New York, Boston & Quebec people, to whom all subsidies, bonuses, cash subscriptions & a portion of the bonds will be transferred. Bonds have, it is announced, been placed by J. McNaught, of New York, & H. H. Melville, of Boston, for a sufficient amount to complete the line. The Construction Co. has given a contract for the execution of the work to Ross, Barry & McRae, of Toronto, who are well known in connection with C.P.R. and other contracts. The work is to be completed by July 31, 1900. There will be numerous bridges; 3 will be of considerable size; 2 steel

viaducts will each be about 1,000 ft. long & from 140 to 150 ft. high. The bridge over the Ottawa River at Hawkesbury, including the crossing of the canal & trestle approaches, will be about 3,200 ft. long. The character of the line is to be first-class in every respect, the bridges to be of steel of the strongest specification, & the track is to be laid with 70 lb. steel rails. The rails & fastenings for the whole line have already been purchased. The contract includes the erection & equipment of workshops & carshops in Quebec city. The 88 miles now contracted for includes the section between Shawenegan & Montcalm, near Joliette, 53 miles, on which some work has been done, & 35 miles between St. Jerome & Grenville, on the Ottawa River. Between Montcalm & St. Jerome, 28 miles, the G.N. is already in operation, so that the building of the 88 miles will make a continuous line from the Ottawa River to Shawenegan. From Shawenegan the G.N. is already built east 22 miles to St. Tite. From St. Tite eastward to Riviere a Pierre Jct., 33 miles, the Lower Laurentian Ry. is in operation, & from Riviere a Pierre Jct. to Quebec, 58 miles, the Quebec & Lake St. John Ry. is in operation. The Lower Laurentian Ry., as well as the G.N. Ry., is operated by the Q. & L. St. J. Co., so that the whole line between Quebec & the Ottawa River will be under the one management. E. A. Hoare, C.E., Quebec, is Chief Engineer for the Co., & McCarthy & Shanley are engineers for the contractors. (Mar., pg. 82.)

For the information of the Railroad Gazette, New York, which speaks of this line as a Nova Scotia road, we may mention that it is entirely within the Province of Quebec. At Hawkesbury it will connect with the Canada Atlantic Ry., giving another route between Ottawa & Quebec.

It is the intention of the Co. to erect a grain elevator at Quebec with 1,000,000 bus. capacity. It will probably be located between the Customs House & the Point A'Arcy wharf, where there will be splendid loading facilities.

Great Northern, U.S.A.—Surveys, said to be in the interest of this Co., are being made for a line from Moscow, Wash., northwest via

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