

on with, the location being largely through muskegs, where grading can best be done in winter. The line will doubtless be completed to the Rainy River this year. A daily train service is being operated between Winnipeg & Marchand, 50 miles, & twice a week a train is run to the end of track. (Jan., pg. 9.)

A bill is now before the U.S. Senate to provide for the erection of the bridge above referred to over the Rainy River. It provides that the Minnesota & Ontario Bridge Co., which is incorporated under the laws of Minnesota, may erect and maintain a bridge over Rainy River, at or near Cathcart's Point, Minn., just below the confluence of the Baudette River with Rainy River, the plan, location and elevation of the bridge, so far as the interests of navigation are concerned, to be determined by a board of three officers of the Corps of Civil Engineers, to be appointed by the Secretary of War. The bill, as originally presented in the Senate, provided that the bridge should have a draw or draws across the main channel of the river, leaving a clear water way between the piers on which the draw will rest of not less than 80 ft. The Committee on Commerce, to which the bill was referred, amended this clause by providing for a draw or draws over the main channel of the river, leaving a clear water way of not less than 160 ft. on one side of the pivot pier. It is understood that the promoters consider this width altogether unnecessary. The bill also provides that all railway companies in the U.S. or Canada desiring to use the bridge shall be entitled to equal rights relative to the passage of trains over it. Construction is not to be commenced until the Dominion Government has authorized the construction of such portion of the bridge as will occupy the portion of the Rainy River under the jurisdiction of the Dominion.

Kingston & Pembroke.—This Co. is applying to the Dominion Parliament for power to extend its line from Renfrew, Ont., across the Ottawa River to Bryson, Que., & also northward to the eastern branch of the Ottawa River. A press report says that surveys are being made, but this is not confirmed. (Nov., '99, pg. 326.)

Lake Erie & Detroit River.—When the Dominion Parliament last session voted a subsidy of \$3,200 a mile for the extension of this line from Ridgetown to St. Thomas, Ont., 44 miles, it was provided that it should be payable only in the event of adequate running rights over the Canada Southern between the points mentioned not being granted to the L. E. & D. R. on terms to be approved by the Railway Committee. Representatives

of the two companies were heard by the Railway Committee on Nov. 7 last, decision being reserved. The Committee has come to the conclusion that satisfactory arrangements cannot be made for running powers over the M. C., & the subsidy will therefore be granted to the L. E. & D. R. The Co.'s engineer has started to survey the line, & it is expected to start construction as soon as the weather will permit. (Dec., '99, pg. 360.)

Michigan Central.—On Feb. 3, we were informed in reference to the placing of a third truss on the cantilever bridge at Niagara Falls as follows:—"The new tower piers for the bridge have been completed, & the traveller for erecting the ironwork is being constructed. The erection of the ironwork will be started in about two weeks. The traveller will span both tracks, so that the work will be executed without any interruption of traffic, the material being lowered through an opening between the tracks made by cutting off the ties." (Oct. '99, pg. 295.)

A rumor that this Co. intends to build a bridge across the St. Clair River, between Courtright, Ont., & St. Clair, Mich., is probably without foundation.

Midland of Nova Scotia.—M. Murphy, Provincial Government Engineer, recently inspected the section of this line between Windsor & the Shubenacadie River. The rails have also been laid on the other side of the Shubenacadie to Truro, but the line cannot be opened through owing to delay in completing the bridge over the Shubenacadie, which will be over 1,200 ft. long. Three piers have been completed on the east side & 2 on the west side, leaving 3 more to be built. (Jan., pg. 9.)

Newfoundland.—During 1899 18.25 miles were added to this system, namely St. Ann's to St. Johns, 9 miles, & from Notre Dame Jct. to Burnt Bay, 9.25 miles.

Nova Scotia Steel Co.'s Ry.—An unconfirmed report says that work will begin in the spring for an extension of this line from Sunny Brae, N.S., to Country Harbor. The line at present extends from Ferrona Jct., on the I.C.R., to Sunny Brae, 12.5 miles.

Northern Pacific. As far as can be ascertained this Co. has no intention of extending its lines in Manitoba this year. (Jan., pg. 9.)

Ontario & Rainy River.—Up to Feb. 12, 20.61 miles of track had been laid west from Stanley, & it is proposed to go on slowly until 40 miles have been laid. There is no object in rushing the work at this season of the year,

& it is being done leisurely with a small gang of men, as the timber work is somewhat behind & prevents rapid progress. Over 1,000 men are engaged altogether on the line, & good progress is being made with clearing right of way, rock work, &c. No announcement has been made as to the further location of the line towards Rainy River, though the whole of the distance has been surveyed by several routes, & a decision has probably been arrived at. Several interviews with engineers have appeared in the daily papers, & are given for what they are worth. Engineer Daffer is credited with saying that the line will run between Bad Vermillion & Turtle Lakes through the Rainy River district. Engineer McCarthy, speaking of the line from the western end at Rainy River eastward, says it will run from the crossing of the river through the townships of Worthington, Dilke, & Morley, thence through the Indian reserve & the townships of Shenston & Dobie, continuing parallel to the river to Emo. (Jan., pg. 9.)

A Minneapolis despatch, stating that the bridge over the Rainy River would be a mile long, is incorrect. The length will be only about 1,000 ft. The bridge will probably be a series of 150 ft. steel spans, with a draw or swing in the centre, the whole on concrete or masonry piers. Further information about this bridge is given under the head of "Manitoba & Southeastern Ry." There will be a large bridge across Rainy Lake, which it is said will take about 4,000,000 ft. of lumber.

The Company has acquired all the water front from the boundary of Fort William along Thunder Bay, covering all the ground where the Neebing & McIntyre rivers empty into the Bay. The town of Port Arthur is applying to the Ontario Legislature to confirm a by-law exempting the Co. from taxation for 21 years, & aiding the Co. in other ways. (Jan., pg. 9.)

A Minnesota paper mentions a rumor that the Duluth & Iron Range Ry. will be extended from Tower, Minn., to connect with the O. & R.R. Ry., probably opposite Koochiching, Minn., which is situated on the south side of the Rainy River. Another report says that the Great Northern (U.S.A.) will build from Hibbing, Minn., to Koochiching.

Ottawa & Gatineau.—On the extension from Gracefield 60 miles north of Ottawa, to Maniwaki, no track has yet been laid. The rock work is being proceeded with this winter with the intention of pushing the grading through to Maniwaki during next summer. (Nov. '99, pg. 327.)

Ottawa & New York.—It is said work on the St. Lawrence Bridge at Cornwall has been suspended until spring. It is hoped to

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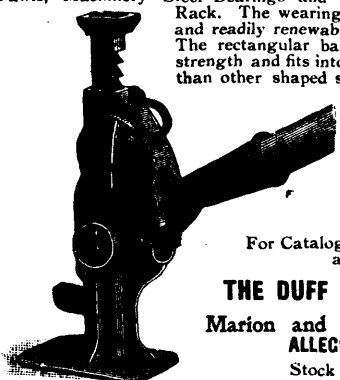
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