

Kamloops Lake to Cariboo, etc.—Bodwell & Duff, solicitors, Victoria, give notice of application to the B.C. Legislature to incorporate a company to construct & operate a railway from, at or near, the outlet of Kamloops Lake, to the plateau of the Bonaparte River; thence to the Cariboo waggon road, near the 100-Mile House; thence to Williams or Antler Creek, Cariboo District; with a branch line to the confluence of the Quesnelle & the Fraser Rivers, & with other powers.

Lake Erie & Detroit River.—E. Johnson, C.E., representing the Dominion Department of Railways, has gone over the proposed route of this line between Ridgeway & St. Thomas, the Minister of Railways having been asked to cause the line to pass through the southern part of the county instead of paralleling the M.C.R. (April, pg. 114.)

Newfoundland.—R. G. Reid is interested in the erection of a modern first-class hotel, especially adapted to tourist accommodation, which is being built in St. John. It will have a frontage of 200 ft., & a depth of 86 ft.

The Northern Colonization Ry. Co., incorporated by the Dominion Parliament in 1899, has a subsidy from the Dominion of \$3,200 a mile for building 22 miles from the terminus of the C.P.R. Labelle branch at Labelle, Que., northwesterly to Nominigou, via Notre Dame de L'Annonciation, & also a subsidy from the Quebec Legislature of \$60,000, payable in 12 annual payments of \$5,000 each. We are advised that it has not yet been decided whether work will be commenced this year. Hon. J. D. Rolland, Montreal, is President of the Co.

Ontario, Western & Hudson's Bay.—R. Jaffray, J. K. Kerr, & others representing this

Co., waited upon the Ontario Premier recently & asked that the Government permit the transfer of \$1,000 a mile from the subsidy granted the Co. last session in order to secure the construction of a waggon road from Missanabie, on the C.P.R., to Moose Factory, Hudson's Bay. The Co. proposes if the application is acceded to, to run a weekly stage for five years from Missanabie to Hudson's Bay. In winter time sleighs will be run as far as Moose Factory. During the summer months a coach will travel to the head of Moose River, & from this point the Co. will operate two steamers to Moose Factory. The Premier promised a consideration of the application.

Ottawa & New York.—A recent press item stated that the car shops will be removed from Santa Clara, N.Y., to Ottawa, Ont., in a few months. We were officially informed on May 11, that the matter had not been decided & possibly would not be for a month or so thereafter.

Pontiac & Pacific Jet.—Work will soon be resumed on the extension of the line from Aylmer to Hull, which was built last year to Deschenes. (Feb., pg. 43).

Prince Edward Island.—On May 16, the wife of the Lieut.-Governor turned the first sod on the Belfast & Murray Harbor branch, on Mutch's Point on the south side of Hillsboro river directly opposite Charlottetown. (April, pg. 115).

Quebec Bridge.—The Quebec despatch mentioned in our last issue respecting the awarding of contracts for the construction of this bridge has been confirmed. The contract with W. Davis & Son, Cardinal, Ont., calls for the masonry of 4 piers & 2 anchorages.

Their work is to commence as soon as the engineering details have been arranged, which is expected to be about June 15. It is said their contract will amount to over \$1,000,000, & will take 2 years to complete. A contract has also been arranged with a company in the U.S. for the steel & as soon as the detailed plans are ready an order will be placed with it for the steel anchorages which will form part of the foundation. The bridge will require 27,000 tons of steel. It will be 150 ft. above the river, so that ships with the tallest masts can pass under it, & it will be 76 ft. wide. It will be built in 3 spans, 2 of 600 ft. each, & the center cantilever span of 1,800 ft. This span will exceed in length, not merely the two great suspension bridges across the East River at New York, but the celebrated cantilevers which stretch across the Firth of Forth at Queensferry. The Brooklyn bridge measures a few feet under 1,600 ft. between the towers; the new East River bridge between the same points of measurement will be exactly 1,600 ft.; the 2 main spans of the Forth bridge are 1,710 ft. in the clear. The bridge will contain 4 railway tracks, driveway, & walks on each side. It will take 3 years to turn out the structural material & erect the bridge, & in order to do the work much new machinery will have to be secured, & some of the shops will have to be enlarged & equipped for the work. In order to ship the structural material to Quebec special cars will have to be made to hold the massive beams & girders. It is significant that in spite of the oft-repeated statement that all subsequent bridges of this magnitude would be constructed on the suspension principle, the new Quebec bridge is to be of the cantilever type. The old objection of lack of stability which formerly held



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