

9, 1901, & further extended the time for the completion of the line.

The Dominion Parliament last session re-voted \$64,000 towards constructing 20 miles of this line from or near North Bay, on the C.P.R., towards James' Bay or Lake Taming.

The Dominion Parliament last session voted \$112,000 towards constructing 35 miles of railway from a point northerly 20 miles from Parry Sound to the French River.

Northern Pacific.—President Mellen, when in Winnipeg at the end of July, said there was no likelihood of the Manitoba hotel being rebuilt this year, but that the question of rebuilding was still under consideration.

The branch from Portage la Prairie to Oakland, 9 miles, built last year, is being extended some 4 or 5 miles to Lake Manitoba. A 700 ft. pier will be built at the lake, which will give a depth of 12 ft. of water for vessels. (Apl., pg. 115.)

The Co. has built a short spur line connecting its Morris-Brandon branch with the exhibition grounds at Brandon.

Contractor J. D. McArthur is reported to be building an extension of the Souris branch from Trackend to Hartney, about 5 miles. (May '99, pg. 136.)

Norwood to Apsley.—When a delegation from Peterboro County, Ont., interviewed President Shaughnessy, of the C.P.R., in regard to the construction of a branch from Norwood, on the Montreal-Toronto line, 18 miles east of Peterboro, to Apsley, in the northern part of the county, some 25 miles, in April last, he recommended the formation of a local company & the obtaining of a charter, & said that if the usual Government subsidies were secured the C.P.R. would arrange to build the line & operate it. We are informed that the suggestion is about to be acted upon, that an application for a charter will be made at the next meeting of the Ontario Legislature, & that the usual subsidies will be asked for. J. B. Pearce, of Norwood, is one of the principal promoters. (May, pg. 140.)

The Nova Scotia Steel Co. is reported to have decided to build a railway from North Sydney, N.S., to Point Aconi through the heart of the coal deposits it has purchased from the General Mining Association.

Ontario, Hudson's Bay & Western Railways Co.—In 1890 the Dominion Parliament incorporated the Sault Ste. Marie & Hudson's Bay Ry. Co., the provisional directors being J. Cozens, R. D. Perry, J. G. Stradley, T. W. Burdick, J. H. Steere, J. A. McDonald, W. McK. Bell, W. McK. Simpson & J. McKay, with head office at Sault Ste. Marie. The Co. was empowered to build a standard gauge railway from or near Sault Ste. Marie to the main line of the C.P.R. between Dalton & Ridout stations, thence northerly & easterly to or near Moose Factory, James Bay. The name was subsequently changed to the Ontario, Hudson's Bay & Western Rys. Co. The charter is said to have been secured in the interest of the Algoma Central Ry., & it is said that it will be made use of to extend the A. C. main line from Missinabie to Hudson's Bay.

Ottawa & New York.—A Cornwall despatch of Aug. 3 said: It is expected the work on the bridges across the north & south channels of the St. Lawrence at Cornwall will be completed & the structures ready for traffic by Sept. 15. The shore span in the south channel, which was swung about two weeks ago, is all riveted up, the false work & piles removed, & the water under it clear. The strength of the current rendered it inadvisable to use wooden piles to support the false work of the centre span, & 24 steel piles were secured. They are 50 to 60 ft. long, of 15 in. channel steel, connected by lattice work, & most of them have been driven. The erection of the false work is close behind the pile

driving, & early next week will be ready for the erection of the middle span. In the north channel the foundation of pier 8 at the toe of the canal bank is finished & 8 courses of masonry laid. The steel caisson around pier 7 is resting on the rip-rap at the bottom of the river. This material, which was dumped in after the accident two years ago, has been mostly removed, & the caisson rests about on the original bed of the river. The entire steel work is under water, only a timber extension which will afterwards be removed showing. The caisson will be filled with concrete & laid to the original foundation with wire ropes embedded in concrete.

The Dominion Parliament last session voted \$90,000 towards the construction of the Canadian portion of the Cornwall bridge.

The N.Y. & Ottawa Ry. Co., an allied Co. of the O. & N.Y.R., recently brought suit against the Collins Bay Rafting & Forwarding Co., to recover damages upon a contract between the parties & for other relief. The contract was for the removal of two wrecked spans of bridge in the south channel of the River St. Lawrence south of the International Boundary. The case was tried at Cornwall, Judge Street delivering judgment, declaring that defendant had duly prosecuted its work without breach & was entitled to \$5,000 of the contract price for removing the southern span of the bridge, & \$5,000 more for putting it on the shore, & dismissing action with costs without prejudice to plaintiff's right, if so advised, to bring any further action or actions for any other or later breaches of the contract. Judgment was given for defendant on its counterclaim for \$5,000 (in addition to the \$5,000 already paid it) & counterclaim dismissed without costs as to balance claimed without prejudice to its right to recover in any future action the balance of the contract price if it showed itself entitled on the ground of completion of contract or any other grounds save those in paragraphs 8, 9 & 12 of defence & counterclaim. Stay until Oct. next.

After several months of negotiation the O. & N.Y.R. is said to have concluded the purchase of property for its freight terminus in Ottawa. Owing to the fact that approaches could not be secured to the terminal property originally purchased adjacent to the Central station, it became necessary to secure a new location. The Co. will now proceed with the erection of such buildings as may be necessary for the carrying on of its freight traffic. It is expected that the car shops will be erected within the city limits between now & autumn, when the works will be removed from Santa Clara, N.Y.

Ottawa, Brockville & St. Lawrence.—The Dominion Parliament last session incorporated a railway company under this name, with power to build a railway from or near Ottawa through the counties of Carleton, Grenville & Leeds, to or near Brockville, but not to build or operate a street railway in Ottawa or Hintonburg or to build or operate a railway within a mile of the Ottawa Electric Ry. at Britannia. The Co. is given powers to generate & distribute electrical power & energy, & to operate a ferry from Brockville across the St. Lawrence to Morristown, N.Y. The incorporators are A. McLean, J. Straton, G. E. Kidd, & C. W. F. Gorrell, of Ottawa; D. Derbyshire & D. Downey, of Brockville; A. E. Baker, R. W. Watchorn & G. B. McGee, of Merrickville. The capital stock is to be \$500,000, & the Co. may issue bonds, etc., for \$25,000 a mile.

Parry Sound Northerly.—The Dominion Parliament last session voted \$112,000 towards constructing 35 miles of railway from a point northerly 20 miles from Parry Sound to the French River.

Port Arthur, Duluth & Western.—Considerable alterations will be made in the terminal yards at Port Arthur before winter sets

in. A good deal of work is being done on the line putting in ties & fixing up the track generally so as to have it in shape for the winter work.

Prince Edward Island.—Contractor McManus, of Memramcook, N.B., having become mentally disqualified, the contract given him for building 11½ miles of the branch from Charlottetown towards Murray Harbor was cancelled & given to W. Kitchen, of Fredericton, N.B., who purchased Mr. McManus' outfit, timber, etc., & started work June 19. The contract starts at Mutch's Point, at the Southport end of the bridge to be built from Charlottetown over the Hillsborough River. Along the 11½ miles of line are 8 chains of bogland & 41 acres of woods. The grading will be easy, most of the soil being sandy loam. The deepest cutting will be 9 ft., the deepest fill 20 ft., & the highest dump 10 ft. There will be 11 public road crossings & 35 culverts, ranging from 2½ x 2½ ft. to 6 x 8 ft. The maximum gradient will be 1¼%, considerably less than that of the main line. Two-thirds of the 11½ miles will be tangents. The maximum curvature will be 6° as compared with 10° on the main line & the average curvature will be about 3½°. The width of the right of way is 99 ft., that of the main line being only 66. The width of grade on top will be 16 ft., against 14 on the main line. (June, pg. 176.)

The Dominion Parliament last session voted \$700,000 for the construction of this branch, including the Hillsborough River bridge.

Under an agreement between the Dominion Government & the Province of P.E.I. ratified at the Dominion Parliament's last session, the Dominion Government undertakes to build a railway & highway bridge over the Hillsborough River from the shipyard in Charlottetown to Mutch's Point on the Southport side. The Province is to pay the Dominion \$9,750 a year towards the interest on the cost & maintenance of the bridge, instead of \$12,000 a year as originally agreed on, & is to keep the flooring of the highway portion of the bridge in repair, also to light the highway portion, the Dominion maintaining the rest of the bridge. The Province is to have the exclusive right to levy tolls on the bridge, except for railway traffic & railway employees.

The specifications issued for the substructure of the bridge call for 11 stone & concrete piers, 4 of which & possibly 5 are to be founded on bed rock by the pneumatic process, the others to have pile foundations. The masonry is to be ranged rock work of the best description in regular courses. From 4 ft. below low water to the top the best hard, fine, bluish grey Wallace sandstone is to be used. (June, pg. 176.)

In addition to the amount above mentioned for the Murray Harbor branch & bridge, the Dominion Parliament last session voted \$710, chargeable to capital account, for increasing the accommodation at Summerside, & \$3,000 to shorten the main line by removing curves. It is said that the latter amount will be spent on the western end of the line & that W. Kitchen, of Fredericton, N.B., has been given the contract.

Quebec Bridge.—The contractors, Davis & Son, have 150 men at work, & expect to have 400 by Sept. It is the intention to have the two anchor piers finished before cold weather arrives. The bridge will stretch from a point just south of the Chaudière on the south side of the river, to Cap Rouge on the north side. Granite quarries at Rivière à Piere, on the Lake St. John Ry., 60 miles from Quebec, have been secured. The quantity of masonry is estimated at 50,000 cubic yards, 5,000 of which will be finished when work is closed down about Nov. 15. Besides the two abutments—one on the Quebec, and the other on