

Wm. Newlands, architect; Robinson Bros., painters and glaziers; W. Massie, carpentering, and McKelvey & Birch, steam-fitting.

THE work of constructing a new steel bridge across the Coulonge river, for the Pontiac-Pacific Railway, has been commenced. Mr. Jas. Morrison, of Ottawa, has the contract. The contract for building ten miles of track, beyond the river, requires that the work be completed before the first of November.

THE Railway Navigation Company has been incorporated in St. Paul, with a capital stock of ten millions. The incorporators are all citizens of St. Paul. The object is to build a road from the twin cities to a point on Lake Superior, and to establish a new line of boats in connection therewith. The road is to be an extension of the Minnesota and North Western, and will be a substantial double-track air line.

THE American papers recently published, on the authority of Mr. Lewis, of Montreal, a statement to the effect that the Canadian Pacific had made arrangements for their line to run through a portion of Maine, and added that "there was some talk of the feasibility of the settlement of the fisheries dispute on the basis of the cession by the United States to Canada of that portion of the State of Maine proposed to be traversed and enclosed by the C. P. R.'s projected short line, in exchange for the granting to American fishermen by Canada of equal rights in perpetuity with her own fishermen in Canadian waters." A representative of the *Star* submitted the statement to the Hon. J. J. C. Abbott at his office. That gentleman said he knew nothing of any such negotiations, and questioned the possibility of such an arrangement ever assuming practical shape.

THE lease of the Duluth & Manitoba to the Northern Pacific for a period of fifty years has been signed. A St. Paul despatch says: "The Duluth & Manitoba has completed its main line from the Northern Pacific road, at Moorhead, through Clay, Norman, and Polk counties, to Red Lake Falls, and its Polk county branch as far as East Grand Forks, and it proposes by agreement to complete the main line to Manitoba, and the Polk county branch across the bridge into Grand Forks, and thence via Pembina to Manitoba, providing the cost does not exceed \$15,000 per mile. The Northern Pacific assumes to pay as part of the rental interest at the rate of 6 per cent. on two mortgages for \$15,000 per mile each, which the Duluth & Manitoba has executed to the Farmers' Loan & Trust Company until they expire, and then to redeem them; also to pay the Duluth & Manitoba \$2,000 per annum to maintain its corporate existence. Interest on the bonds is to be payable semi-annually. The first mortgage expires July 1, 1890, and the second June 1, 1897."

THE Montreal *Star* announces that the contract for the foundation for the new Canadian Pacific station at Montreal have been awarded to M. Davis & Sons, the well known contractors of Ottawa, who have already done a large amount of work for the company on the Ontario and Quebec and other portions of the

great highway. The foundations involve an expenditure of about \$400,000, and are to be completed within six weeks. Before that time the contract for the whole building will have been let, and it is anticipated, will be authoritatively advanced by next May, to allow the company to vacate the present offices on Place d'Armes Square, as stipulated with the insurance company, which has purchased the premises. Mr. Shaughnessy, assistant general manager, says the company hopes to have trains running out of the new depot before a twelve month. The right of way within the city has almost been completed, and the new line outside of the limits has been decided upon. The building, it is said, will cost over \$800,000. This, added to the cost of acquiring the right of way, will run up the cost of the western entrance into the city at considerably over a million dollars, but as the depot is to be one of the finest on the continent, and as the short line to Toronto is already admitted to be one of the best in America, the C. P. R. authorities consider the money well invested. The contractors for the depot have secured valuable quarries in the vicinity of Montreal from which the blue stone will be taken for the building. A new plan of dressing the Montreal stone to be employed will be followed, which it is believed will have a very striking effect.

THE Calgary *Herald* says that it is not improbable that the Canadian Pacific Company will build workshops there. Here are some of the reasons given by the *Herald* in favor of this step: The C. P. R., influenced doubtless by members of its directorate who have distinguished themselves by charitable and philanthropic acts. Sir George Stephen and Sir Donald Smith have always shown a desire to secure all the comfort and advantages possible to their employees. This fact is abundantly illustrated by the large and comfortable shops that have been erected, the reading rooms and libraries established at various points, and other means of recreation and improvement afforded and encouraged by the company. We have no doubt, therefore, that in choosing a site for shops the C. P. R. will give due consideration to the advantages which Calgary offers. Besides the important item of cheap fuel and good water we can give the artisan cheap living generally. As soon as the large mills already constructed commence operations building material will be cheaper than at any other point west of Rat Portage. Rent will accordingly be low. We are in the centre of the beef raising country, and consequently have better and cheaper meat than other places. Flour is only 20 to 25 cents dearer than in Winnipeg, and all the other necessities of life are comparatively cheap. The supply of vegetables, butter and eggs, from the well settled district around us will be abundant and so cheap that they can be used as staples by even the poorest laborer. Add to all this the guarantee of physical and mental health and strength, which our climate and beautiful surroundings give, and it is hard to imagine a place more desirable for the homes of thrifty mechanics. This is the place for the workshops.

The Thunderer on the New Route.

THE London *Times* says: "The impediments in the way of the construction of the Euphrates Valley and similar lines are equally obvious, and the accomplishment remains a thing of the dim future. Meanwhile there is a route now ready between Europe, America and Asia, possessed of all the essence of the utility the through Siberian line can boast. The Canadian Pacific route, if it cannot literally claim such celerity as that to which the projected Siberian route pretends, promises to be much more generally serviceable at once in the intermediate stages. From the point of view of national interest, it could set up an indisputable right to be aided in its development, if the establishment of communication by it with Asia be impossible without the modest state subvention for which a correspondent pleaded in our columns last Saturday. Our sole doubt is whether a subsidy in the form of a mail contract, or any other shape, be really necessary to induce British traffic to adopt the new track. Mercantile enterprise must be grown very lethargic if it cannot avail itself of fresh and marvellously attractive openings unless the state will show the way."

The Proposed "Asiatic Express."

THE "Asiatic Express," which will, it is proposed, run from Jersey City to San Francisco in connection with the Oriental & Occidental Steamship Company, will soon be arranged for, it is said. The conveniences of the route will be so great, and the accommodations so luxurious, that much of the European travel to all portions of Asia will be, it is thought, attracted in this direction, in preference to the Suez Canal or other routes. In order to carry out the idea perfectly, it is proposed to sell coupon tickets in Paris and London for Tokyo, Yokohama, Hong Kong and Canton, by means of which a passenger will have his sleeping section and his state room booked right through to destination before he leaves home. Only two changes of conveyance between Liverpool, Havre and destination will be necessary, the first when the passenger leaves the steamer at the Jersey City wharf, where he will have to walk perhaps ten yards to reach his train, and the second at San Francisco, where he will leave the train to take his berth on the China steamer. The cars composing the train include dining, smoking and reading-room cars, all connected with one another, as well as sleepers. The train will be in many ways similar to the New York Central train running between Chicago and New York. It is also intended that the trip shall be made as quickly as possible, and to effect this stoppages at all points of the road will be as brief as the rapid handling of freight and baggage will allow. By this means it is expected to accomplish the trip across the continent in 100 hours, by which means it will be possible to make the trip from London to Yokohama in about a month. It has not been decided whether to run the Asiatic express weekly or fortnightly. --San Francisco Bulletin.