

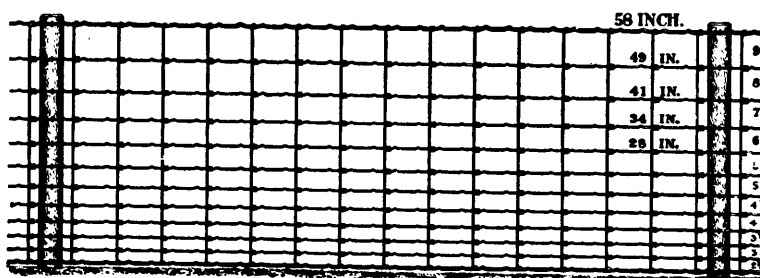
The truss bridges have been repaired, but in the course of a year or two will probably be rebuilt with steel superstructures and masonry substructures. About 600,000 ft. sup., of hard lumber was used in the work. A large amount of money has also been spent on the road-bed in ties, in improving the road-bed and in providing new rolling stock and additional buildings. It is intended to further improve the line and raise the standard. Another lift of ballast in addition to the 130,000 cubic yards already distributed will be put on. Mr. Evans has had full charge in the improvements made. The yard at Chipman, formerly the terminus of the line, has been enlarged and provided with greater facilities for the handling of freight.

Under the charter of the N.B.C. and Ry. Co. there has been constructed a line from Chipman to a point beyond Minto, in the Newcastle coalfields. This line is now under construction to Gibson, from which point it is proposed to carry it to Fredericton. The portion of the line completed has been constructed in the most substantial manner. The bridges are of steel with masonry substructures on concrete foundations. The large and important culverts are of stone laid in cement mortar, and the small culverts are of stone laid dry. The line is fenced on both sides with wire fencing; and snow fences have been constructed where required. Special attention has been paid to drainage by the provision of surface drains throughout the whole length of the line. The road has been ballasted its entire length with a bottom lift of about 6 ins. and a top lift is in process of being applied. It will be 4 ins. deep and gravel is being used. A telephone line extends over the whole line of railway with connections with the New Brunswick Telephone Co. at Norton. Station buildings have been erected at Newcastle and Minto, which are quite close to each other, and about 14 miles from Chipman. Flag stations have been placed at Iron Bound Cove and other places, and a large and commodious freight shed has been built at Minto; a three-stall roundhouse and other facilities. The station at Minto is large and convenient and the station-master will have his home in it. A tank house has been erected about 1,600 ft. to the westward of Minto station. The sidings are, one extends to the King, Kennedy's and Sullivan's mines; the second siding is over 3 miles long and runs to the south of the main line, connecting with the Welton, O'Leary, Coakley, McDondald, Balkam, Evans, Gibbon and Kelly coal mines near Newcastle. The contract was let to the James Barnes Construction Co., which also has the contract for the line from Newcastle to Gibson. E. G. Evans is Chief Engineer and General Manager, and the directorate consists of G. McAvity (President), A. P. Barnhill, C. N. Skinner, A. I. Trueman, of St. John; T. B. Winslow, G. W. Allen, of Fredericton. (Sept., pg. 307.)

Nepigon Ry.—Work is being proceeded with on this line from Nepigon station, on the C.P.R. transcontinental line, to the south shore of lake Nepigon, Ont., about 40 miles. (Aug., pg. 269.)

Niagara Transfer Co.—A company with this title has been incorporated under the laws of the State of New York with the following directors: E. Michoes, J. A. Roberts, J. C. Conway, Senator T. Ellsworth, T. C. Becker, I. Michael, H. Woods, S. T. Franchot and H. W. Alvord. The object of the company is to bring in all the railways operating in Canada and United States, and meeting at the Niagara river. The company has secured options on land from the International bridge to a point beyond Rattlesnake island, where the proposed bridge of the Pere Marquette Rd., connecting its Canadian line, the Lake Erie and Detroit River Ry., with the U.S., terminates. The land pro-

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