

the graders are overtaken. There are not more than 1,000 men on the grading, although all preparations are complete for 3,000. Every effort is being made to get men, & the force is being increased daily but slowly. With conditions as they are, & with ordinarily good weather, it is hoped to get 50 miles of track laid before the freeze up. Supplies are being rushed in by water to the depot on Rainy Lake, to be used on the rock work it is intended to have done during the winter. (Aug., pg. 236.)

Commencing at Stanley, up to which point the O. & R. R. Ry. has running powers over the P. A. D. & W. Ry., the line runs close to Kakabeka Falls, a vast water power, & proceeds through the east end of the Matawin iron range, which is 20 miles long, of which two-thirds is soft hematite, and the remainder, at the western end, magnetic. Skirting the Shebandowan & Kashabowie lakes, the line then passes through a copper region, the most known mine in which is the Tip Top, having a vein of 100 ft. wide; thence it runs close to Moss township, where there are several gold locations, not at present being developed. The line next passes close to Lac des Mille Lacs & Partridge Lake, 12 miles to the south of the Saw Bill mining region, running through the Atik-oka iron ranges for 20 miles. It is stated upon excellent authority that here is the largest iron deposit in the world, there being in one place 2,000,000 tons of iron ore in sight on a plot of 160 acres. The Seine River waters are next reached, which will give ready access to the mines, & here there are many valuable water powers. Running along the Seine River Valley, the line goes north of Bad Vermillion & south of Little Turtle Lakes, where it will cheapen supplies for more than a hundred prospects & mines, the principal of the latter at present being the Golden Star & the Olive. It next runs along Rainy Lake, crossing the western arm of the same on a succession of 6 islands, two miles west of Pither's Point, necessitating the building of 5 bridges. Between Pither's Point & Fort Frances is an excellent site & prospect for a town, the Couchiching falls being estimated to supply a water power of

fully 50,000. From Fort Frances the line runs along the Rainy River, where there is a large area of fine agricultural lands, & reaches a crossing near the river's mouth. Here connection will be made with the Minnesota & Manitoba R. R., under the same ownership, which will run through Minnesota until it reaches a point on the International boundary a few miles west of Buffalo Bay, where connection will be made with the Manitoba & Southeastern, also under the same ownership & which is now about completed from Winnipeg. W. Mackenzie says through communication between Port Arthur & Winnipeg, by this route, will be established early in 1901.

The Co. has bought no. 5 dock at Port Arthur from Marks & Co., & is making considerable improvements to it.

See also under head of Port Arthur, Duluth & Western on this page.

Ottawa & Gatineau.—Work is being pushed on the extension from Gracefield, 60 miles from Ottawa, towards Maniwaki. (Aug., pg. 236.)

See also under head of Pontiac Pacific Jct. on this page.

Ottawa & New York.—It is said that the bridge over the south channel of the St. Lawrence at Cornwall, which collapsed, & is being rebuilt, will not be completed until next year. (Aug., pg. 236.)

Pembroke Southern.—It is said that the leasing of this line to the Canada Atlantic will not hinder the proposed extension from Golden Lake to Bancroft, so as to give close connection with Toronto, but will rather materially assist that scheme, as it will enable the projectors to devote their whole energies to its construction.

Pontiac Pacific Jct.—Work is proceeding on the extension from Hull to Aylmer, but it may not be completed this fall. The city of Hull is bonusing the Co. to the extent of \$30,000, the Co. agreeing to build a station at the terminus to cost at least \$4,000; to have the work shops, shunting yards, etc., in Hull; to employ 40 residents of Hull during the first two years, and 50 afterwards, & to have all the works completed by Sept. 30, 1900. (July, pg. 210.)

Work has commenced to give this Co. & the Ottawa & Gatineau connection between the Ottawa end of the Interprovincial bridge & the Ottawa Central station. A double track will be built, to accommodate which a section of the wall flanking Major's Hill park at the southern end, about 12 ft. in depth, will have to be cut away. For 90 ft. in the direction of the river the roadbed will be made solid by filling in; the line for the rest of the distance to the bridge will run on a trestle. Dufferin bridge has already an open space through which the rails may run, but it will be necessary to construct an arch beneath the Sappers bridge. This will be done of stone & iron.

Port Arthur, Duluth & Western.—The road bed between Port Arthur & Stanley, some 12 miles, which is to be used by the Ontario & Rainy River Ry., is to be ballasted & put in first class shape.

Prince Edward Island.—A considerable amount of ballasting has been done this year, switches have been improved, the wharves at Charlottetown, Summerside, Alberton, Georgetown & Souris have been repaired, a number of bridges have been improved & 10 flag stations have been built. It is said 40 miles of new rails will be laid next season.

Quebec Bridge.—At the annual meeting, Sep. 5, it was reported that 7 tenders for construction had been received & submitted to Theodore Cooper, consulting engineer, New York, who had recommended the acceptance of one of them, that negotiations were going on with the firm in question, but that as nothing definite had been decided the directors were not at liberty to state anything further. Mention was made of the Dominion Parliament's subsidy of \$1,000,000, & other subsidies expected from the Province & City of Quebec, & the hope was expressed that work might be started this year. Full cadastral information has been gathered about property crossed by the projected railway lines to connect the bridge with the city, either by Ste. Foy or by the Coves, & options have been secured on a large portion of the property. The engineer has been instructed to make a trial survey & estimate of cost of an alternative line by the Coves & Champlain St. to Allan's Wharf. (May, pg. 137.)

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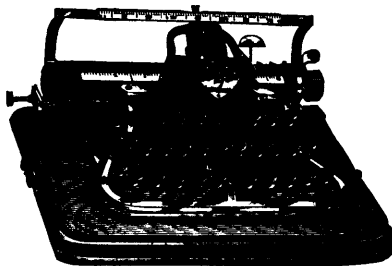
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