

In a recent interview Mr. Clergue gave this additional information. The Ontario & Lake Superior Co. has a capital of \$20,000,000 of which \$6,000,000 have been paid in. The capitalists composing the Co. belong to New York & Philadelphia. All the capital which is being invested is foreign money. It is wholly share capital, none of the money being raised by bonds or mortgages. We are building reduction & refining works at Sault Ste. Marie that will cost \$1,500,000, will give employment to 1,000 men & will have a capacity of 1,000 tons a day. The works are now under construction & will be ready for operation on June 1 next. We shall treat nickel, copper & other ores from all over Ontario. These works will give an added value to the mineral properties in this Province & will provide a market for mineral products. We shall draw ore from the district extending from Sault Ste. Marie to Sudbury. Anyone who has a carload of ore to sell can dispose of it to us and he will be in as good a position as the farmer when he goes to market with his grain. We are also erecting large chemical works in connection with the reduction works, for utilizing sulphur, & producing sulphurous anhydride for use in sulphide pulp mills. Alkali plants are also being built for the production of caustic acid & bleaching powder. The chemical works will cost \$500,000, while the alkali plants involve an outlay of \$1,500,000. A sulphide pulp mill costing \$250,000 is being erected in connection with our existing plant. I should not forget to mention that we are about to establish a steel rail mill that will cost about \$2,500,000. This will have a capacity of 100 tons of steel rails daily. (Nov. 99, pg. 325.)

Notice is given that application will be made to the Dominion Parliament this session to authorize a change in the location of the main line of this road so that it may run through Sault Ste. Marie to the Michipicoton River, thence northerly to the main line of the C.P.R., & southerly to Michipicoton Harbor. The act of incorporation of the company passed in 1899 provides that it may construct & operate a railway from Sault Ste. Marie to a point on the main line of the C.P.R. at or near Dalton station, & thence southerly to Michipicoton Harbor.

Atlantic & Lake Superior.—During last year this Co. built 4 miles of line, from West Paspebiec to end of wharf.

Canada Atlantic.—A recent press despatch from Ottawa stated that this Co. had decided to erect a second grain elevator at Depot Harbor, with a capacity of 1,500,000 bush. We are officially informed that the report was unauthorized & that the Co. does not contemplate any further expenditure at that point at present.

A good deal of work is being done filling trestles & improving yards at Depot Harbor, Hawkesbury, Rainy Lake & other points.

It is said work will not be started on the new Central station in Ottawa before next fall at the earliest, as the Government military stores which are located on the site will not be vacated before then.

Canadian Northern.—Track has been laid on the main line from Gladstone Jct. 220 miles, bringing the line within about 2 miles of Bell River, which runs from Porcupine Mountain, into Dawson Bay, Lake Winnipegosis. The present terminus is within about 20 miles of the northern boundary of Manitoba & about 125 miles from the Pas Mission and the great Saskatchewan River, at which point it is expected the line will cross on its way to Hudson's Bay. The Co. has also in operation a branch of 21 miles from Sifton Jct. to Winnipegosis, at the lower end of Lake Winnipegosis. It is expected that the main line will be extended this year to the great Saskatchewan. Last year's construction opened up a large lumber district,

containing high grade spruce, & the Co. carried about 3,000,000 of lumber during the year. Another important source of freight is the fishing industry on Lake Winnipegosis, the Co. having carried out 1,800,000 lbs., mostly whitefish, last year. (Jan., pg. 7.)

On the Gilbert Plains branch, which leaves the main line at Dauphin, 15 miles have been graded & 7 miles laid with steel. It is expected to complete the branch this year. Its western terminus will probably be at the base of the Riding Mountains, about 35 miles from Dauphin. (Jan., pg. 7.)

Preliminary surveys are being made for the proposed branch to Prince Albert, Sask.

In a recent interview in Montreal W. Mackenzie is reported to have said that Mackenzie, Mann & Co. having secured control of the Manitoba & South Eastern Ry., the Minnesota & Manitoba Ry., the Ontario & Rainy River Ry. & the Port Arthur, Duluth & Western Ry., will have welded this quartette by Sept., 1901, into a line of 432 miles in length, built in a first class manner & possessing as good grades eastward as any road in America. This will form a very important section of the new Canadian Northern Railway. To bring the wheat-fields of the West into communication with the great lakes was their object, & this would be done by the construction of a railway between 400 & 500 miles in length which would be completed by Aug. or Sept., 1901. It was, Mr. Mackenzie admitted, a little unfortunate that the promoters of this system should have to build through a foreign state, but this could not be avoided & 42 miles out of the total 432 would pass through Minnesota.

Canso & Louisburg.—Press reports have credited the Vanderbilt interests & also the C.P.R., as being behind this enterprise. In our last issue it was stated that we were informed that the Vanderbilt interests had nothing to do with the project. We have since been informed that the same is true as regards the C.P.R. The Canso & Louisburg Ry. Co. was incorporated by the Nova Scotia Legislature in 1896, & in 1898 the charter was extended for two years. Vice-President & General Manager Alton informs us that he has associated with him Boston & New York people with sufficient funds to build & equip the line from the Strait of Canso to Louisburg, with a branch into Arichat Isle Madam. On Jan. 19 he advised us as follows: "The soundings & borings at the River Inhabitants have been completed, & we find an excellent foundation for the piers of the bridge at that crossing. The bridge will be about 800 ft. long, with 2 centre spans of 200 ft. each, & approaches of about 200 feet each on either side. Chief Engineer J. S. Armstrong left yesterday to submit to the Provincial Government Engineer the plans, profiles & specifications for the first section. Up to the present we have been favored with fairly good weather." The Co. has called for tenders for construction, &c. (Jan., pg. 7.)

Detroit River Bridge.—It is said application has been made by the River St. Clair Ry. & Bridge Terminal Co., of St. Clair, Mich., for concessions toward building the bridge over the St. Clair river from Moore township, Lambton County, Ont.

Esquimalt & Nanaimo.—At Oyster Harbor, 59 miles north of Victoria, & 7 miles north of Chemainus Station, large coal bunkers have been completed for the shipment of the Wellington Extension & Alexandria coal. The bunkers are the largest on the Pacific Coast, with facilities for loading 1,000 tons of coal per hour. A car ferry has been established between Oyster Harbor & Vancouver with a capacity of 12 cars per trip. It connects with the C.P.R. at Vancouver. The Co. also operate a car transfer from Union, connecting with the C.P.R. at Vancouver, for the handling of Comox coal. An additional 5

miles of line has also been constructed by this Co. from the main line, branching off at Fiddicks Jct., 8 miles north of Oyster Harbor, & running to the Wellington Extension mines. (Jan., pg. 8.)

Great Northern, U.S.A.—It is said that this Co.'s line will be extended from its present terminus at Liverpool, 1½ miles to the Ferry station, on the south side of the Fraser River, opposite New Westminster, B.C. A recent visit of some of the chief officials to Vancouver revived the report that the Co. intends extending its line via New Westminster to that point.

Halifax & Yarmouth.—This is the new name of the line heretofore known as the Coast Ry. of N.S. Construction has been closed down for the winter. During the past year 20 miles of railway have been built, & will at once be put into operation, which will make the terminus of the line at Barrington Passage, Shelburne Co., 50 miles from Yarmouth. The Co. expects to complete an additional section of the railway this year to Shelburne town. (Jan., pg. 8.)

Intercolonial.—Tenders have been asked for the erection of a freight warehouse at St. John, N.B. It will be a wooden building, 118 x 508 ft., built of spruce, birch & ash. The contractor must begin the warehouse as soon as 200 ft. of wharf and foundations have been prepared. This 200 ft. must be completely finished & the remainder constructed in parts as the Chief Engineer may direct. There will be 25 doors in all on both sides of the building for the reception of freight, & doors for the admission of teams on either end. The shed will also be equipped with a complete set of offices. The contract calls for completion by June 30.

The new grain elevator at St. John, N.B., has been equipped with a rubber driving belt measuring 3,529 ft.

Interprovincial Bridge, Ottawa & Hull.—On the south approach between Nepean Point & Sappers Bridge, work is being continued through the winter, & it is expected to have all the substructure completed early in the spring. On Jan. 19 we were advised that the centre portion of one truss of the superstructure was in place on the Hull side & another one was being erected. (Dec., '99, pg. 352.)

Notice is given that application will be made to the Ontario Legislature by the City of Ottawa & the Pontiac Pacific Jct. Ry. Co. for an act to legalize & confirm a by-law of the City of Ottawa respecting this bridge, & to extend the time for its completion & for the earning by the Co. of the bonus debentures.

Kootenay Ry. & Navigation Co.—On Jan. 18 we were informed that track laying had been completed between Bonner's Ferry, Idaho, & Kusanook, B.C., & that preparations were being made to commence operating.

On the Co.'s subsidiary line, the Kaslo & Lardo-Duncan, grading has been completed from Argenta at the head of Kootenay Lake to Duncan City, B.C., with the exception of possibly about a mile. No track has yet been laid. (Dec., '99, pg. 352.)

Manitoba & Southeastern.—Track has been laid on the subsidiary line, the Minnesota & Manitoba, eastward from the southern boundary of Manitoba to War Road, Minn., where the station is located about 1½ miles from the mouth of the river. This gives a continuous line from Winnipeg. The right of way has been cut out further eastward to the north side of Baudette River, near where it empties into the Rainy River, which will be crossed here by a long bridge giving connection with the Ontario & Rainy River Ry., now under construction from Port Arthur westward. Some grading has been done between War Road & Baudette River, & is still being gone