

CONSTRUCTION & BETTERMENT.

News of Various Lines.

Atlantic & Lake Superior.—This Co. is building an extension from its eastern terminus at New Carlisle, Que., to Paspebiac, 3 miles, for the purpose of reaching a deep water port, said to be open all the year round. It is said wharves, &c., will be built at Paspebiac. (Unofficial.)

Canadian Yukon.—It was announced in our June issue, pg. 98, that Mackenzie & Mann had stopped work on this line & withdrawn their outfit, & it seemed to be generally recognized in British Columbia that the project had been abandoned, partly as a result of the threatened competition of the White Pass & Yukon Ry. via Skagway, & partly as the result of the failure to obtain in addition to the promised subsidy of \$1,600,000 from B.C. a large land grant from the Dominion Government.

However, Premier Turner, addressing his constituents shortly before the recent general election in B.C., said: "The Teslin Lake Railway project has not been abandoned. On the contrary, the contract has been signed for the construction of the road from Telegraph Creek to Teslin Lake, & the plant & materials partially removed from the North are being shipped back from Vancouver, so that active construction may begin at once. Ten or 20 miles will be completed this fall, & I may say that as a guarantee the Co. has made a deposit to build through to the Lake, taking its chance of securing the subsidy from the Dominion at some later day. In the meanwhile the wagon road is going through to relieve the congestion & provide work for the men on their way to the river, & we have accurate reports of the navigability of both Teslin Lake & the Hootalinqua. The Dominion engineer confirms Mr. Hamlin's verdict that one can get on boat or steamer at the lower end of Teslin Lake & go through without interruption to Dawson or anywhere below."

On the other hand, D. D. Mann, during his recent visit east, said there was no intention of going on with the railway at present.

A dispatch from Telegraph Creek, dated July 12, to the Globe, said: "Mackenzie & Mann's agent at Telegraph Creek received orders on June 27 to proceed at once with the work of making the Teslin trail road, & to widen the road bed to 4 ft. & put at least 150 men at work if necessary. The first 45 miles have already been completed, & the road is in excellent condition for that distance. It is wide enough for narrow-built vehicles, & all the miners are loud in their praises of this action, which is believed to be among the arrangements made with the contractors by the Provincial Government. Miners & others are now enabled to pass over the ground easily & take in their supplies on handcars. One hundred men are now at work. The extra ones will be put at work in the Murkey County, beginning 40 miles east of Teslin Lake, & they expect to finish the trail in 6 weeks at the furthest. The Mackenzie &

Mann men understand their business & are now pushing on the work in good shape. The weather is favorable for the prosecution of the work, & a much better feeling prevails now than was the case a few weeks ago. Having gone up the trail a considerable distance & personally examined it, I believe all that Mr. Robinson, Manager for Mackenzie & Mann, has stated concerning the whole undertaking."

East Richelieu Valley.—This line is being built from Iberville to St. Thomas, Mississquoi County, Que., 24 miles. It is said track-laying is going on & that connection will be made with the Canada Atlantic Ry. shortly. (Unofficial.)

Lake Manitoba Ry. & Canal Co.—Work on the extension of this line from Sifton Jct., Man., towards the Saskatchewan has been somewhat delayed by unusually wet weather, but steady progress is being made.

Midland of Nova Scotia.—Work is in progress on this line, which is to run from Truro to Windsor. Z. J. Fowler is Chief Engineer. W. G. Reid, of Montreal, has the contract for the whole line & has sub-let it to Fitzpatrick, Bros., of New Glasgow. M. J. O'Brien, of Renfrew, has the 1st 20 miles of grading from Windsor to Riverside Corner or vicinity. R. L. & D. R. McDonald, of Pugwash, have the contract for the masonry of the St. Croix River bridge. Truro has voted \$30,000 bonus towards the line on condition that it be built via Clifton. The Co. has decided to issue mortgage bonds. (Unofficial.)

Montford Colonization.—This line, which runs from Montford Jct. on the St. Jerome branch of the C.P.R. to Arundel, Que., 33 miles, is being changed from 3 ft. to standard gauge. (Unofficial.)

Nelson & Bedlington.—This line & connections, which will be built by the Great Northern (U.S.) will run from the G.N.R. at Bonner's Ferry, Idaho, through the valley of Kootenay River to Kuskanook, the point at which the C.P.R. Crow's Nest Pass line strikes Kootenay Lake. Tenders have been invited & it is expected construction will be commenced at an early date. There will be tributary to the line a mining district nearly all the way. The Kootenay Valley lands are well adapted to fruit raising, which has been commenced to quite an extent. N. D. Miller is Chief Engineer.

Newfoundland Northern & Western.—This line having been completed, the 1st through train left St. John's, the eastern terminus, June 29, arriving at the western terminus, Port Aux Basques, 548 miles, in 24 hours. At Port Aux Basques the ferry steamer Bruce, with a speed of 17 knots, takes passengers aboard for Sydney, C.B., landing there in 6 hours & connecting with the railway systems of Canada. This service gives Newfoundland a tri-weekly connection with Canada. Track has been laid for 25 miles on the extensions from Brigus, Nfld., to Tilton, & from Harbor Grace to Carbonær. The Co. is making

further extensions from Sandy River to Coalville, from St. John's to Dunville, & to Burnt Bay.

Northern Pacific.—Work on the branch from Belmont to Hartney, Man., is being pushed as rapidly as possible, though it has been somewhat delayed by wet weather. The western terminus has not yet been definitely decided on. (See June issue, pg. 99.)

Ottawa & New York.—The following statement of the progress of work was furnished us July 4.—The road between Cornwall & Ottawa is ballasted to within 4 miles of the Canada Atlantic Jct. Grading between C. A. Jct. & the connection with the C.P.R.'s Montreal & Ottawa branch at Rideau River will be completed this week. Grading is complete between Cornwall & Moira, N.Y., except the crossing of the O. & L. C. at Moira, & the erection of the 2 steel bridges at St. Regis & Raquet River. Track laying will begin at Helena this week. On the St. Lawrence Bridge the masonry in the south channel is all completed, & one span erected. On the north channel, the metal work of the north viaduct & the draw span is completed, & the south viaduct is now going up. The foundations for the 2 last piers in this channel are above water, & there is nothing now to delay the erection of metal to a finish. (Official.)

Pembroke Southern.—This line, now under construction from Pembroke, Ont., southwesterly to Golden Lake on the Ottawa, Arnprior & Parry Sound Ry., is 21 miles in length. The grading has been about completed & track is being laid. The contractors are Russell, Poulin & Co., of Pembroke, who practically control the road, which the town of Pembroke has bonused with a view of getting more direct connection with Toronto. The completion of a link between Golden Lake & the eastern terminus of the Iroquois, Bancroft & Ottawa line would give almost direct communication between Pembroke & Toronto. The Pembroke Southern will open up a very fine agricultural country. (Official.)

Restigouche & Western.—This Co. was incorporated by the New Brunswick Legislature in 1897 to construct a line from Campbellton on the I.C.R. to the St. John River, at or near Grand Falls. Construction of the first 20 miles has been commenced by Malcolm & Ross, contractors, who will own the line. It will be about 100 miles long, 70 miles of which will be through heavily timbered country. The projectors consider they have good prospects in making connections with at least 5 different roads, the I.C.R., C.P.R., Atlantic & Lake Superior, Temiscouata & Bangor, & Aroostook C. L. B. Miles is Chief Engineer. (Official.)

Vancouver, Victoria & Eastern.—In addition to what we stated in our June issue, pg. 100, it may be said that, on June 17, the B.C. Government passed an Order-in-Council granting a subsidy of \$4,000 a mile to this Co., the leading spirits in which are Mackenzie & Mann. The subsidy covers the line from Vancouver by way of New Westminster to the south side of the Fraser River, where a

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