

River. Until their reports have been made public it will of course be impossible to say what the success of the survey has been, but from what has been reported it is probable a fairly easy line has been found between Edmonton & the Parsnip River, & even some distance beyond that point.—(Nov. '98, pg. 238).

Intercolonial.—Connolly Bros., of Montreal, who have the contract for the wharfs, &c. at St. John, N.B., have taken there from Philadelphia, a dipper dredge 120 ft. long, 36½ ft. wide, & 10½ ft. deep. In clay it is said it can lift 3,000 yards in 10 hours. Work is to be started at once.—(Jan., pg. 11).

The employment of heavier engines necessitates the laying of heavier rails, & it is said 90 lbs. steel is to be put on all curves & bridges, replacing the present 57 lbs. rails, & that as soon as they can be procured 90 lbs. rails will be laid all over the line where there is heavy traffic. The last tenders invited by the Department of Railways called for 80 lbs. rails.

Lake Manitoba Ry. & Canal Co.—It is proposed to merge this line into a new company, the Canadian Northern Ry. Co., under which name it will be extended to Hudson's Bay. Speaking at Carberry, Man., recently, the Manitoba Minister of Public Works said he hoped that in the near future there would be found an outlet by way of Hudson's Bay, & so long as they were extending in that direction, making a colonization road as well, they would be assisting in the construction of the Hudson's Bay road in the hope that the difficulties in regard to navigation would be overcome, & they were going to go right on in that direction.—(Jan., pg. 12).

The settlers in the Gilbert Plains district of Manitoba are desirous of having a branch built westward from Dauphin to serve their settlement.

Manitoba & Southeastern.—In consequence of the decision to build this line for some distance through Minnesota, it will be necessary to procure authority therefor from that state.—(Jan., pg. 13).

Michigan Central Hotel.—There is a rumor that this Co. will build an hotel on its property at Niagara Falls, on the Canadian side, in the near future.

Midland of Nova Scotia.—This Co. has purchased about 5,800 tons of steel rails for the 60 miles now being built between Windsor & Truro.

The Co. has invited tenders for the construction of the substructure of the Shubenacadie bridge, including the crib-work on the western side, all the foundations, abutments, pedestals, piers, & all other works necessary to the completion of the works, preparatory to placing the superstructure, including the building in or preparing for all anchor bolts between stations 337.34 & 349.75 (local chainage).—(Jan., pg. 13).

Northern Pacific.—The Souris River branch was built last year from a point on the Brandon branch 3 miles from Belmont, to a point 46½ miles west, & it is now being operated with a regular service to Elgin, 38 miles west of the Junction. There are 3 trains a week, & a train is run to the end of the track from Elgin, whenever business will justify it, the portion of line west of Elgin being operated as a spur at present. It has not been announced what the intention is as to the extension of this line this year.—(Jan., pg. 13).

Kootenay Ry. & Navigation Co. B. C. papers think work will be started in the spring on the extension of the Kaslo & Slocan line from the present terminus at Sandon to Slocan Lake. It is also said that the right-of-way is being secured. As stated in our Jan. issue, pg. 12, this Co. is, through subsidiary companies, building from Bonner's Ferry, Idaho, to Kootenay Lake, B.C. South of the

international line the work is being done by the Kootenai Valley Ry. Co., & north of the line by the Bedlington & Nelson Ry. Co. The latter Co. has applied to the Railway Committee of the Privy Council for running power over about 15 miles of the C.P.R. Crow's Nest Pass branch from near Creston to Kootenay Landing. The application, which will be heard Feb. 22, is made under the Crow's Nest Pass Ry. Subsidy Act of 1897, which provides that the Railway Committee may grant running powers over that railway & all its branches & connections, or any portions thereof, & all lines of railway owned or leased by or operated on account of the C.P.R. Co. in B.C. south of the Co.'s main line of railway, & the necessary use of its tracks, stations & station grounds, to any other railway company applying for such grant upon such terms as the committee may fix & according to the provisions of the Railway Act & of such other general acts relating to railways as are from time to time passed by Parliament, but nothing herein shall be held to imply that such running powers might not be so granted without the special provision herein contained. (Jan., pg. 12.)

Ontario & Rainy River.—The contractor for the first 20 miles has had about 150 men engaged on rock work since the severe weather set in. The 5 surveying parties are nearing one another, & it is expected that before the end of this month there will be a connected survey line through to Rainy Lake. The bridge over the Kaministiquia is still under consideration. The work generally has been made very difficult by the exceptionally severe cold. W. Mackenzie recently stated that he expected 150 miles of the line would be built this year, if additional aid is secured from the Dominion Government. (Jan., pg. 13.)

Ottawa & Gatineau Valley.—Press dispatches from Ottawa recently stated that this line would be extended this year from its present terminus at Gracefield, 60 miles from Ottawa, to Maniwaki, 28 miles. The General Superintendent advises us that at present he is unable to say when the work is to be gone on with.

It is said that in the spring the Co. will commence work on the approach to the central depot from the new interprovincial bridge. The line, which will be double track, will be constructed on the strip of land between Major's Hill Park & the canal, & every precaution will be taken to prevent the disfiguration of the park. The Co. expects to run trains into the central station as soon as the interprovincial bridge is built, & will not wait for the construction of the union station.

About 75 men are now employed on the interprovincial bridge, & but one more pier remains to be put up. The stone work will easily be completed in the summer & the iron work will be put up early in the fall. There will be a double railway track, a roadway for the electric cars, one for general traffic & a walk for pedestrians.

Ottawa & New York.—A Cornwall dispatch says this Co. does not intend to take any more chances with the foundations of the bridges at Cornwall. It is understood on good authority that, as a result of the investigations carried on in the south channel of the St. Lawrence last fall, pier no. 3, the only one left standing in deep water after the collapse of the bridge, will be torn down & rebuilt as soon as the river is clear of ice in the spring. The construction company is determined that the bridge will not be handed over for traffic until everything is perfectly substantial & satisfactory. Of course this will cause considerable delay. No contracts have been let for either masonry or superstructure. The Co., however, will prepare a lot of stone for the foundations, which it will turn over to the contractors, or use itself if the tenders for the

work do not prove satisfactory. There are a couple of sections of the O. & N.Y. built through a very wet swamp, which will be reconstructed next spring. These sections, which comprise in all about 3,000 yards, are near Newington and between the Post Road & Black River. They will be strengthened by corduroy, for which purpose the Co. is now getting out logs. These logs will be 25 ft. long & will be laid crossways in the embankment. (Jan., pg. 13.)

Ottawa Union Station.—President Booth, of the Canada Atlantic system, has notified the Dominion Government of his desire to obtain possession of the militia stores building at the earliest possible moment in order to begin the erection of the central depot. It is said the plan for the station has been practically decided upon, & that it will be built of stone. It will be 4 stories in height, & will extend back to Sapper's Bridge. The entrance will be from a level with the street or bridge. The 2nd floor of the station, which will be on the level of the street, will contain a large general waiting room, capable of accommodating 1,000 people, with ladies' parlors adjoining, also restaurant & ticket offices. The train sheds & baggage room will be on the ground floor, & elevators will carry passengers to & from them to the waiting rooms. Six tracks will enter the train sheds. The Booth Companies' offices will be in the 3rd & 4th floors. A library for the employees of the road will be located on the 3rd floor. Already \$2,000 has been subscribed for the procuring of books, etc. The station will be after the design of the Chateau Frontenac, Quebec, & will likely be constructed of Nepean sandstone, of which the Parliament buildings were built.

In connection with the foregoing, it may be mentioned that there is a proposition on foot for the formation of a terminal station company, the shareholders of which would be the City of Ottawa, to the extent of \$50,000, which it is to contribute towards the erection of a union station, & the various railway companies.

The various companies are at present using the Canada Atlantic premises under an order of the Railway Committee of the Privy Council. The expense of operating & maintaining the station property is divided between the companies using it on a wheeleage basis, the rental has not yet been determined.

Pontiac Pacific Jct.—At present this line extends from Aylmer to Waltham, Que., 71 miles, & secures connection with the C.P.R. at Hull by the latter's Aylmer branch, which since being leased to the Hull Electric Co. a couple of years ago, has been electrified & has now been sold to the Hull Co. The P.P.J. Co. has decided to extend its line from Aylmer to Hull, about 9 miles, & will build between the Hull-Aylmer electric line & the Ottawa River on the Quebec side. The contract has been let to the President of the P.P. Jct. Ry., H. J. Beemer, of Montreal. All the ties, rails & other material are on the ground, & work will start as soon as winter is over.

Rutland.—In our Dec. issue, pg. 261, we stated that a survey party was at work on the Canada Atlantic right-of-way at Swanton, Vt., & that the new line would connect with the C.A. either there or at Alburg Springs, Vt. Now that the Rutland Co. has purchased the Ogdensburg & Lake Champlain Ry. it is probable the lake shore will be followed to Rouse's Point & that connection will be made with the C.A. at or near Lacolle. (Jan., pg. 13.)

Toronto, Hamilton & Buffalo.—We were officially informed on Feb. 6 that the building of a spur line to the factories, &c., in the northeast part of Hamilton had not then been decided on. The City Council has agreed to give the Co. a rebate of \$1,000 a year on its taxes if the spur is built. It is not very certain that the line will be built if there is much