

house, which latter is being enlarged to accommodate an additional five engines. The package freight dock is to be enlarged, a spur track laid on it, and a shed is being built on it. No. 5 dock is to be enlarged and used for the Co.'s through freight and coal docks are being constructed. A new track has been laid to West Fort William, and other tracks are being laid for the handling of freight, etc., between the two points. The laying of these tracks enables the straightening out of a heavy curve on the street railway. At West Fort William the Co. has purchased or obtained options on about 1,000 acres, valued at \$25,000. A temporary station is to be erected on South Water St., and it is proposed, if the Pither's Point property can be secured from the government, to erect a large hotel there next year. Large coal docks have been constructed on the banks of the Kaministiquia river, which is navigable for the largest vessels from the lake for several miles.

The Duluth extension, the portion of the old Port Arthur, Duluth and Western Ry., beyond Stanley, 19 miles from Port Arthur, has been cleared and the track put in running order to Gunflint narrows, at the International boundary, 66½ miles. W. Mackenzie says it is the intention to build between Gunflint narrows and Ely, Minn., 45 miles, the present terminus of the Duluth and Iron Range Ry. The distance from Ely to Duluth is 117 miles, which will make the distance between Port Arthur and Duluth, 247½ miles.

Track laying on the Ontario division of the main line between Stanley and Fort Frances was reported on Oct. 31 to have reached some distance beyond Sturgeon Falls, on the Seine river 162 miles west of Port Arthur and 50 miles from Fort Frances, to which point the line has been built from Winnipeg. The Seine river is crossed by a span of 140 ft. Mine Center is the next point to be reached. The work on this section is being retarded by the difficulty in obtaining men, although as much as \$2 and \$2.50 a day is being offered. There are some pieces of grading to be completed yet, but this is not delaying track laying. The line will not be through to the Rainy

river before the end of Nov. The section of the line connecting Beaudette, Minn., where the line from Winnipeg crosses the Rainy river, to Fort Frances is completed and the first train was run into Fort Frances on Oct. 12. For some days prior trains had been running to Emo. The Co. had expected to have the road through from Winnipeg to Port Arthur by Oct. 1, when a reduction of 2c per 100 lbs. on grain freight would come in operation. W. Mackenzie has informed the Manitoba Government of the reason why the Co. was unable to complete the road by the date mentioned, and added that there was no reasonable doubt that the road would be completed to Port Arthur this season, and just as soon as it is the reduction would come into effect.

C. Schreiber, Deputy Minister of Railways, has just returned to Ottawa after a trip over the road and reports that the track is an excellent one and equal to the C.P.R.

The Minnesota State Railway Commissioners recently inspected the portion of the line in that state, and Judge I. B. Mills, in an interview, said: "I have never seen a better roadbed for a new line, the grading has been well done, the ties are of good size and well laid, the ballasting is very uniform, and the 60 lbs. steel rails used is suitable for very heavy and very fast traffic. I consider this line perfectly safe for heavy traffic, and may say that I am much pleased with the fine, substantial bridges that have been built. The big bridge over the Rainy river at Beaudette is as fine a structure as I have ever seen on any road. Moreover, the road has few grades of any account, and is remarkably free from sharp curves. It is built for the future, and is calculated to carry traffic 10 times its present requirements. The stations and other buildings are all of a permanent character, better than is usually seen on a new road."

The bridge over the Red river between St. Boniface and Winnipeg is completed and ready for traffic. A contract for the erection of the St. Boniface station has been let to Mayor Senecal of that town. A large block of land has been secured for the erection of freight sheds and repair shops in St. Boniface.

The grading of the branch from St. Charles to Carman, Man., has been completed and on Oct. 13, Premier Roblin said track had been laid to within 3 miles of Carman. The branch was expected to be open for traffic by Oct. 30. It is proposed to extend the line westerly through the Boyne valley through Somerset.

The 16 miles connecting Beaver, Man., the terminus of the Northern Pacific branch from Portage la Prairie, with Gladstone Jct., the original starting point of the Lake Manitoba Ry. and Canal Co.'s line, now the C.N.R., has been completed, thus making through connection between Fort Frances, Ont., and the track end in Saskatchewan. Stations are being built on the extension.

Beyond Erwood, Sask., 280 miles from Gladstone Jct., to which point the main line is in operation, track laying was suspended early in the season in order that the steel might be utilized on other lines, and practically no additional mileage was laid. Over 20 miles have been graded and are ready for the steel, but it is not likely that much more work will be done this year. N. Keith is contractor for the grading.

W. Burns is in charge of a survey party engaged in locating the route for the continuation of the line to Prince Albert, 178 miles. J. Armstrong, lately in charge of construction on the line between Strathcona and Edmonton, has gone to Prince Albert to make an exploration survey for the further continuation of the line to Edmonton, about 330 miles. He will be joined later by M. C. McFarlane, who is in charge of construction of the Edmonton, Yukon and Pacific Ry. between Strathcona and Edmonton, Alberta. (Sept., pg. 279.)

The track of the old Northern Pacific line at Emerson, is being extended towards the Great Northern Ry. (U.S.), and this gave rise to a newspaper statement that the C.N.R. had arranged with the G.N.R. for an outlet to Duluth by that way for the through traffic. General Superintendent Hanna says the object of the C.N.R. in making the extension is to get the station nearer the center of the town than at present, so as to be in a better position to do business.

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