

T. Campbell, Charlottetown, is the contractor for straightening the curve at Blue-shank, about 41 miles from Charlottetown.

The pile work for one cofferdam at the Hillsborough bridge has been completed, and a start has been made at a second. The third caisson is now under construction; it is 46 ft. long, 23 ft. wide, and 32 feet high.

The grading on the Murray Harbor branch from Mutch's point to the Vernon river has been completed, and grading is in progress in sections on the remaining 26 miles of the branch to Murray river. No track has been laid on any portion of the branch, but a beginning will be made in the spring. (Sept., pg. 275.)

Quebec, Atlantic and Western Ry.—Press reports say the directors have made the necessary financial arrangements for construction and that surveys will be begun at once. We have been unable to verify this. The Q.A. & W.R. was incorporated at the last session of the Quebec Legislature to construct a railway from near Gaspé Basin along the valleys of the York river or the Dartmouth river for about 30 miles, then through the interior of the peninsula of Gaspé to some point north of Causapscal, but not beyond Sayabec in the county of Matane.

Quebec Bridge.—More rapid progress was made on the construction of the Cap Rouge pier than was expected, the foundation being completed early in Nov. The foundation of the pier is 39 ft. below low, and 55 ft. below high water mark. Thirty feet of solid masonry will be built up on the foundation. During the winter preparatory work for the foundation of the Chaudière pier will be gone on with. (Oct., pg. 293.)

The Quebec and James' Bay Ry. proposed last year to have its corporate name changed to the Trans-Canada Ry., by which name its project is spoken of by the promoters.

Grading was commenced at Roberval, Que., in July, but has been suspended pending the settlement of the subsidy with the Quebec Government. It is expected that work will be resumed early next spring. (Aug., pg. 232.)

Quebec and Lake St. John Ry.—The cut-off from Valcartier to Ste. Catherine is 4 miles in length, and reduces the distance between these points on the main line by 1¼ miles. The grades opposed to eastbound traffic are 1% compensated, and those opposed to westbound traffic 1% compensated, while the maximum curvature is 2'. The culverts are all of stone. Jacques Cartier river is crossed by a steel bridge, consisting of three deck lattice spans of 110 ft. each, with side approaches of 44 ft. and 39 ft. plate girder spans respectively. The contractor is Jos. Paquet of Point Lévis. Grading has been completed, but the bridge will not be in position until about Dec. 2c. (Aug. pg. 233.)

The Red Mountain Ry., from the International Boundary to Rossland, B.C., which is operated by the G.N. Ry., U.S., is being relaid with 80 lb. rails.

Restigouche and Western Ry.—T. Malcolm, of Edmundston, is the contractor for this line, which will extend from Campbellton, N.B., to the St. John river, 110 miles. The first section of 10 miles to Glencoe was built in 1898, and has now been cleared and fixed up, and arrangements are said to have been made for continuing the construction. (Aug., pg. 233.)

Ste. Marguerite to Seven Islands.—A Company is being formed for the purpose of building a big power plant and pulp mill on the Ste. Marguerite river, seven miles from the village of Seven Islands, on the north shore of the St. Lawrence river, Quebec. It is proposed to construct a railway from Ste. Marguerite to Seven Islands and wharfage accommodation for the largest ocean-going steamships.

Sault Ste. Marie (Mich.) Terminal Co.—F. H. Clergue, C.W. Worthington, H. Von Shon, J. H. More, and J. E. Whalen, all of Sault Ste. Marie, have been incorporated under the Union Depot Act of the State of Michigan, for the purpose of building a union station, with terminal facilities, in Sault Ste. Marie, Mich. The Co. has a capital of \$100,000, and it is proposed to locate the station on the power canal of the Lake Superior Power Co. It is said spur tracks will be built around the town connecting with the railways and manufacturing institutions along the canal.

South Shore Line Ry. (N.B.)—During the past few months ballast trains have been at work all along the line, 40,000 new ties have been put in, and the road bed generally improved. At New Musquash the location of the line has been straightened and a new bridge built. A new drawbridge has been completed at Musquash, and a bridge at Dig-gush.

South Shore Ry. (Que.)—It is proposed to relay all the tracks with 80 lb. steel rails, for which purpose rails have already been delivered at Sorel. The whole of the line is to be put in thorough order, and as soon as the bridges over the St. Francis and Yamaska rivers are completed the line will be extended to Lévis. J. McCarthy, C.E., has been appointed Chief Engineer.

See also Quebec Southern Ry. and Montreal-Longueuil bridge.

The Sydney and Louisburg Ry., it is reported, is to be relaid with heavy steel rails, and a branch line built to Langan beach, a favorite summer resort. A passenger station and freight house is to be erected at Sydney, N.S., and an iron bridge is to be constructed over the tracks at Charlotte St., Sydney.

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