

for some 30 miles till it strikes the Roseau River.

Mention is made on another page of a rumor in Winnipeg that the C.P.R. has bought a large block of land, much nearer the centre of the city than its present station, for station purposes. Another rumor says this block, which lies east of Rorie Street, between Banatyne & McDermott Streets, on the Winnipeg Transfer Railway, has not been bought by the C.P.R. but by the M. & S.E., & that it will be used by the latter for station purposes.

At the last session of the Manitoba Legislature the Government was authorized to aid the M. & S.E.R. Co. by guaranteeing the principal & interest of the Co.'s 1st mortgage bonds for \$8,000 a mile, the bonds bearing 4% interest & maturing in 30 years, & by exempting the Co. from taxation for the same period (see May issue, pg. 65). This aid is for the 1st link of the road from Winnipeg, southeasterly 80 miles to near Whitemouth Lake, thence to Lake of the Woods or to near the mouth of Rainy River. Whitemouth Lake was selected as a common point from which the line can run either across the narrows of the Lake of the Woods, entirely within Canadian territory, or go round the southwest corner of the lake, passing for some 35 or 40 miles through Minnesota, & entering Canadian territory again near the mouth of Rainy River. From Whitemouth Lake to Lake of the Woods is about 25 miles & to the mouth of Rainy River about 60 miles, making the distance from Winnipeg to the Lake of the Woods by the Canadian line 103 miles & by way of Minnesota 140 miles. The decision as to which route is to be adopted rests with the Manitoba Government & has to be given by Jan. 1 next. We have every reason to believe that the route through U.S. territory will be chosen. The Government has the power to similarly bonus the portion of the line in U.S. territory, taking as security a mortgage on the line within Manitoba. Surveys of both routes have been made by Mr. Bruce, C.E., & it is urged against the all-Canadian line that the bridging of the narrows of the Lake of the Woods would be too expensive & that a considerable distance of unproductive country on each side of the lake would be traversed. For the U.S. route it is contended that a better country would be passed through in the southeast corner of Manitoba & on entering Ontario, the Rainy River district being splendid farming land & already well-settled along the river front all the way from the mouth of the river to Fort Frances. There are numerous swamps on some portions of the route, but they are shallow & do not present any great difficulties in the way of construction.

Michigan Central.—It is rumored this Co. will ask the Dominion Government to deepen Kingsville harbor with a view to run coal boats from Sandusky, Ohio, to that town, the M.C.R. promising to extend its railway from Essex to Kingsville, some 15 miles.

Midland of Nova Scotia.—Construction, on which good progress was made from the Windsor end during the summer, has been delayed owing to a disagreement as to the route from the crossing of the Shubenacadie River to Truro. The latter town voted a bonus of \$30,000, & the adjoining municipality voted \$6,000 additional on condition that the road be built via Clifton. On the other hand, the people of Windsor, New Glasgow & the Stewiacke district want it to go via Brookfield & the Stewiacke Valley. It is said that the Clifton route has been decided on & that M. J. O'Brien has received a sub-contract for the section between the Shubenacadie River & Truro. (Sep., pg. 184.)

Musquodoboit.—At the last session of the Nova Scotia Legislature a charter was granted for a railway from the Musquodoboit Valley to some point on the I.C.R., it being pro-

posed for the road to run from Parker's Corner to Windsor, about 40 miles. A survey made during the summer by W. Yorston, C.E., did not prove satisfactory, as part of the line would be very expensive to build & unremunerative locally. Another survey will be made which will take the shore route, as it has been proved from an old survey that this line can be much more easily built than was expected, & there is a strong probability that this route will eventually be adopted. (June, pg. 99.)

The Northern Pacific has this year built the Souris River branch in Manitoba, starting from its Brandon branch, about midway between Belmont & Hilton stations, running southwesterly to the head of Pelican Lake, thence easterly on the centre line of sections from sec. 22, tsp. 5, r. 17 west to the west boundary of sec. 20, tsp. 5, r. 19 west, thence northwesterly to the s. w. corner of sec. 31, tsp. 5, r. 20 west, thence west on the line between tsps. 5 & 6 to the west boundary of range 22. The distance built this year is 46½ miles, but it will most likely be extended next year to a connection with the C.P.R. at Hartney or Lauder, or a point between them, the extension having been postponed this year on account of some difficulty in regard to right of way. The route traversed is through one of the best parts of Manitoba, well-settled by prosperous farmers. The work through Lang's Valley is exceptionally heavy for prairie work, in the way of cuts & fills, though bridging is light. The town sites are Dunrea, 14 miles from the junction; Minto, 27 miles out; & Elgin, 38½ miles out. The contractors were J. D. McArthur, of Birtle, Man., for the grading & tracklaying; C. Chamberlin, Winnipeg, for the buildings. The survey was commenced in the middle of April & construction at the beginning of June. (May, pg. 65.)

Norton Bay & Yukon Ry.—The Anglo-Alaskan Syndicate of London, Eng., whose U.S. officers are at Seattle, Wash., has completed arrangements for building the Northern Bay & Yukon Ry., & is inviting tenders for rail & rolling stock of U.S. builders. This line is to run from Norton Sound above Fort St. Michael, Alaska, east about 120 miles to Yukon River, cutting off some 400 miles of difficult river navigation.—*Railroad Gazette*.

Ontario & Rainy River.—E. F. Fauquier, who has the contract for the first 20 miles of this line, from its starting point at Stanley, on the P.A.D. & W., has completed the grading up to the heavy rock work which is now under construction. Ties will be taken out this winter all along the route & work will also be gone on with on the Kaministiquia bridge. Several survey parties are in the field between the end of the first contract & Rainy River. (Sep., pg. 184.)

Ottawa & New York.—An Ogdensburg, N.Y., despatch says: Engineers investigating the cause of the collapse of the pier which allowed 2 sections of the Cornwall bridge to fall into the St. Lawrence River, while in course of erection, report that the pier was built on hardpan of insufficient strength to stand the huge weight. A diamond drill operated in the bottom of the river at the base of the fallen pier bored through 2 ft. of hardpan, then struck into a muddy deposit of clay formation. Through this the drill sank 14 ft. without striking hard bottom. Further investigation is being made.

A Cornwall despatch of Dec. 2 says:—The anchor span of the north bridge on the north side of the channel, has been completed & cleaned up, & the false work removed. Nothing now remains to finish the bridge but to throw the cantilever span across a gap of 200 ft. or so to connect with the work already done on the south side. Mr. Hendershot, who has the contract for rip-rapping the piers of the Cornwall railway bridges, has

nearly completed his work on pier no. 8, in the north channel.

Air was pumped into some of the pontoons attached to the wrecked span in the south channel, & it moved down 300 or 400 ft. & stuck there. Capt. Leslie has been working at it since to get the rest of the pontoons filled, & expects to have the huge structure in a safe place in a day or two. It is said the south end of the span is badly smashed.

Pembroke Southern.—This line which runs from the C.P.R. at Pembroke, Ont., to Golden Lake, on the O. A. & P. S. R., 21 miles, has been completed & inspected by R. McCallum, Engineer of the Ontario Public Works Department. (Sep. pg. 184.)

The Quebec Central is erecting shops at Newington, 1 mile from Sherbrooke. The machine shop includes boiler shop, smithy, casting & pattern room, & has brick walls, granite windowsills, coping stones, etc., iron roof, steel trusses, each truss guaranteed to support 10 tons over & above weight of roof for crane work. One 10 ton trolley runs full length of machine shop. One 20 ton travelling crane runs transversely in boiler shop. Full length of shop, 198 ft. 8 in.; full width of shop, 86 ft.; 2 in.; height of walls, 2½ ft.; height to ridge of roof, 44 ft. The heating & ventilating plant is the fan system of warm air. A 100 h.p. boiler is to be installed. All the works are now being run & lighted by electricity. The paint shop is just completed & will accommodate 4 passenger cars. Its length is 150 ft., width 36 ft. An oil & waste store house has been completed. Seven stalls of the round house have been built, all with patent wood smoke stack. Three of the old stalls will be rebuilt next year. The coal shed is completed. A carpenter's shop, 165 x 45 ft., will be built, probably by contract, next spring.

Rutland-Canadian.—Particulars of the incorporation of this Co. were given in our last issue, pgs. 231 & 232. The object is to extend the Rutland Ry., which now runs from Bellow's Falls to Burlington, Vt. The extension will run from Burlington north to Rouse's Point, N.Y., either by Grand Isle County or by way of St. Alban's & Swanton & will connect with the Canada Atlantic. It is said 2 engineering parties are already in the field. The construction of this line will give the Vanderbilts, in whose interest the purchase of the Rutland road was made recently, a line from New York to Canada & the great lakes.

Spokane Falls & Northern.—The management does not propose to repeat the experiences of last winter with slides if it is possible to prevent it. With that end in view it has had a large force of men at work on the road ballasting & putting the track in shape for the winter. Considerable work has been done at the Seven Devils, where there was so much trouble last winter. The river bank has been cribbed to prevent washouts & the overhanging bank has been cut down so that in case of slides the track will be too far removed to be damaged.

Thunder Bay, Nipigon & St. Joseph.—This proposed Co., which intends applying for a charter, has secured sufficient funds for a preliminary survey, which is to be made by Z. Malhiot.

Vancouver, Victoria & Eastern.—This line is projected to run from the Mainland coast of B. C. in the neighborhood of English Bluff, near Point Roberts, via Chilliwack, to Penticton, approximately 230 miles, thence to the Boundary Creek district, approximately 100 miles. The charter is controlled by McKenzie & Mann, & the B. C. Legislature last session granted a cash bonus of \$4,000 a mile for the whole distance from the coast to Boundary Creek, where it will connect with the Columbia & Western extension, which the