

the southern end & across the valley of the Jordan River. The earth & rock work on this section is about half done, & is being completed by Wheaton & Sons, who have a sub-contract for 15 miles. The entire work yet let is under contract to C. B. Wilkins & Co., to extend from the Central Ry. at New Germany, N.S., southwest to Shelburne, an ocean harbor, with a branch of 19½ miles to Liverpool. This branch is being built by Tupper & Minard, sub-contractors, who are vigorously pushing the grading."

The Act passed at the last session of the N.S. Legislature to revive this Co.'s charter has been put in force by proclamation, but we were informed on Nov. 30 that no contract had been entered into by the Government for payment of subvention. (Nov., pg. 327.)

Reference has already been made to a rumor that the Midland Ry. of N.S., will be extended to connect with this line, & that its charter authorizes it to also extend from Truro to the Straits of Northumberland. The Nova Scotia Southern will connect with the Coast Ry. of N.S., now being built from Yarmouth east, & the extensions of the Midland above mentioned would provide a through line from Yarmouth to the Straits of Northumberland. The Maritime Merchant says: "The amalgamation of these lines & an extension of the service to include a steamship service across the Straits to Prince Edward Island, would result in the building up of an important highway & a large traffic would no doubt be developed. As there already exists a frequent service of steamers between Yarmouth & Boston, this would open up a new route between the Island & Boston which would greatly facilitate travel."

Ontario & Rainy River.—On Dec. 3 we were informed as follows: "Track has been laid west from Stanley for 8½ miles, & it is proposed to lay 40 miles, if possible, this winter, the grading for which will be finished by the middle of Dec. The grading is well under way over the first 100 miles from Stanley & that distance will be finished early next spring. The Rainy Lake bridge will not be built this winter, but material for it will be got out." (Nov., pg. 327.)

D. D. Mann said in a recent interview at Port Arthur that he did not think the line would run into Fort Frances, but would probably be about 6 miles from it.

W. Mackenzie is credited with saying that the O. & R.R. will be completed by 1901, so as to give another through route to Winnipeg, with its connection the Manitoba & South-eastern.

After negotiations between Port Arthur Town Council & Messrs. Mackenzie & Mann, on behalf of the O. & R.R. Ry., a draft agreement has been prepared under which the Co. is to receive a bonus of \$50,000 & exemption from taxation (except for school taxes) for 21 years. In return the Co. will place all its lake terminal works there. Access to the water front is provided for at Arthur & Pearl streets. In an interview while the negotiations were on, Mr. Mann said: "Whatever we do here will be on a scale superior to any work the C.P.R. has done at this point. We expect to put on a line of boats in 1901 that will make 20 miles an hour." He declined to say where the eastern lake terminal would be.

Ottawa & New York.—An Ottawa despatch says: The Department of Railways & Canals has accepted plans submitted for protection to the piers of the O. & N. Y. R. bridge, under construction over the St. Lawrence River at Cornwall. The investigation following the accident to the piers revealed the fact that the bottom was solid enough to hold the weight, but owing to the depth of the water & the rapid current it was deemed advisable to reinforce the substructure. It is proposed to rip-rap the pier nearest the island with heavy stone blocks of half a ton or a ton each, piling up sufficient of them to protect

the concrete from ice action. The pier near the Cornwall canal is in deeper water, & to secure it an annular steel caisson will be built & sunk around the present crib several feet below the bottom of the river. This will be filled with concrete, & the new & old material knit together as far as may be to form one solid mass, the whole being tied with cables imbedded in concrete to insure perfect solidity. The work will involve heavy expense, but the railway management is determined to put up a bridge that will stand any possible strain & give absolute security to the travelling public. (Nov., pg. 327.)

Pontiac Pacific Jet.—Of the extension from Aylmer to Hull, Que., about 3 miles has been completed to Deschene. No more track will be laid till spring. The entrance of the railway to the Ottawa central depot from the Interprovincial bridge will entail a considerable amount of hard and expensive work, notwithstanding that the distance is less than a mile. Almost the entire way there is much rock work. Along the line by the Major's Hill park considerable stone work will be necessary, & it is hoped to have most of the foundation completed by the time frost stops this work. It is proposed to continue work all winter, & in order to facilitate operations rails have been temporarily laid from Dufferin bridge along the side of the park. The construction should easily be completed by spring, as heavy steam drills & a good-sized staff of men are now employed, & will be through the winter. (Nov., pg. 327.)

Quebec Bridge.—We are officially informed that nothing definite has yet resulted from the negotiations with one of the firms which put in a tender. (Oct., pg. 296.)

Rutland & Noyan.—See under "United Counties Ry.," pg. 346.

Saltbury & Harvey.—It is said to be the intention to extend this line to Moncton, N. B., crossing the Petitcodiac River near the Moncton bridge, & also to build a branch to the Baltimore shale property. (See pg. 346.)

Tilsonburg, Lake Erie & Pacific.—We are officially informed that this line will be extended from Tilsonburg, Ont., to either Ingersoll or Woodstock, & probably both places next spring, & that there is no truth in the report that the Baltimore & Ohio Ry. will operate it. (Oct., pg. 297.)

The Toronto, Hamilton & Buffalo freight sheds at Hamilton are, it is said, to be enlarged owing to the increase of business.

White Pass & Yukon.—The following official information about the section between the north end of Lake Bennett & White Horse Rapids, was furnished us under date of Nov. 14, "The route from Bennett lies along the east shore of Lake Bennett; the first 12 miles being very heavy rock work—precipitous mountain peaks running directly into the deep water of the lake. The other 15 miles of the 27 are along ordinary mountain-side, & are of more easy or average construction. At the north end of Lake Bennett, at what is known as Caribou Crossing, a bridge about 500 ft. long will be put in with a draw span so as not to interfere with the navigation of the lakes & river. From Caribou Crossing to a point on the river below White Horse Rapids, at the new townsite of Closeleigh, a further distance of 44 miles, the conditions are as follows: The first 13 miles cross a rolling sand-hill country with occasional marshes, being remains of old glacier lakes. Wherever the ground is covered with moss & timber the glacial ice is still encountered in the gravel at a depth of 2 ft. under the moss. Fifteen miles from Caribou Crossing 2 high bridges cross the canyon at the lower end of Lewis Lake. This lake was drained by an earth cut & lowered 75 ft. The road then passes along the east shore of Lewis Lake, crossing former islands & peninsulas, & is of quite remarkable location. At the upper end

of Lewis Lake we again get out into the Watson River valley by a series of deep gravel cuts. From Lewis Lake on there are several miles of nearly level grade & light work along the valley. The line then passes along the shores of Ruth Lake & Cougar Lake & approaches the banks of the Lewes River, in the vicinity of Miles' Canyon. The road is here in very heavy cuts & fills, passing through a series of knolls & deep depressions left by the former glaciers. Just behind the White Horse Rapids the road is placed on a bridge under a steep sand bluff for about ¼ mile, & then emerges on a broad level bench at Closeleigh, in the vicinity of the enormous copper mines which lie at a distance of about 2½ or 3 miles, in almost a semicircular form. The gradients on the line between Bennett & Caribou will be a maximum of 1½%, although



the line as first established will have a very few sections of 2% grade, to be taken out in the near future. Maximum curvature 10 degrees. M. J. Heney, of Bennett, B.C. is the contractor. At this writing about 30 miles of the work have been graded between Caribou & Closeleigh. Work will be continued all winter. Construction along the lake-side will be commenced by Nov. 20. One engine & work train are now on the track at Caribou. Track-laying will be commenced about Nov. 20, & continued for a distance of 17 miles this fall. The balance of the track will be laid when navigation opens in the spring. The work between Caribou & White Horse is expected to be finished & in operation by June 1. The section along the lake-shore will be put in operation some time in July next. In the meantime goods will be transferred by steamers between the ends of track, Lake Bennett being considered a long ferry." (Nov., pg. 327.)