

Bull Dog Mountain is nearly completed. The tunnel itself is 3,000 ft. long, the approaches at either end making it 3,700 ft. On Jan. 19 we were advised that work had been suspended on the spur lines, leaving about 5 miles of track to be laid on them in the spring. One of these, the Motherlode branch, starts from Greenwood. It is 5½ miles in length, & reaches the mining camp north of Greenwood. Another branch starts from Eholt, & is about 10 miles long. From this short branch there are 6 spur tracks, ranging from about half a mile to 3½ miles in length, & reaching various mines in the district about Phoenix. There is also a half mile spur to Greenwood smelter. In all, these branches & spurs aggregate over 26 miles.

No announcement has been made as to the intentions of the management in regard to extending the line beyond Midway to connect with the transcontinental line & no information is obtainable. Surveys have been made from Midway via Keremeos to near Princeton, down Quilchena Creek near Quilchena, westerly to Nicola Lake, skirting the left bank of the Nicola River to near the Twenty-Two Mile House, & then following the right bank to Spence's Bridge on the main line. President Shaughnessy, when addressing the Vancouver Board of Trade last autumn, was very guarded in his references to this extension, & stated that he was not prepared to say that there was any practical road between Vancouver and the Boundary Creek country. He admitted that a line could be built between Penticton & Midway, which would shorten the distance to some extent because it would substitute a railroad for a wagon road from the foot of Okanagan Lake, but he added that it would not be wise for the Co. to proceed with the line to Penticton, or any other point in that vicinity, without first knowing how to get along to territory further west. Our own opinion is that the line is not likely to be carried beyond Midway this year, & probably not for some time to come. Of course the people of Vancouver and other Pacific coast points are very anxious to have the extension built, so as to give them more direct communication with the Boundary Creek & West Kootenay districts, but that business would not be enough to justify the Co. in building the extension, & it is a question if the resources of the districts to be passed through, at least so far as at present known, would warrant the very heavy expenditure which would be necessary. (Dec., '99, pg. 350.)

A Slooan Branch.—The following, from the Nelson Miner, is unconfirmed:—"The plans & specifications of a branch line of the C.P.R. up Ten Mile Creek, through Camp Mansfield, down Kaslo Creek to Kaslo, have been forwarded to Montreal, & this line will certainly be built next summer. The new road will pass near all the properties in Camp Mansfield & within a mile & a half of the Molly Gibson, to which point an aerial tramway can easily be constructed." (Jan., pg. 9.)

Vancouver Terminals.—Work is being proceeded with rapidly on the extension of the wharves & the filling in of the space between them & the tracks, so as to give additional room for wharves, &c. Considerably over \$100,000 was spent on this work last year, & about a similar amount will be spent this year. (Dec., '99, pg. 351.)

A Vancouver despatch says T. Tompkins, contractor, has arrived there to commence work on additions to the Hotel Vancouver.

New Westminster.—The new station building has been completed. (Oct., '99, pg. 292.)

New Westminster-Vancouver Loop Line.—The right of way is being secured, but it is doubtful if construction will be commenced this year. (Dec., '99, pg. 351.)

Vancouver & Lulu Island Ry.—A subsidiary company, the Vancouver & Lulu Island Ry. Co., of which H. Abbott, formerly General Superintendent of the C.P.R. Co.'s Pacific division, is President, is about to build a line from Vancouver to the north arm of the Fraser River, a distance of about 12 miles, & it is expected to complete the work this year. This line will fill the place of the Vancouver-Steveston line which has been talked of for some time. Steveston is situated on the north bank of the south arm of the Fraser, & it is hardly likely that the line will be carried to that place, as it would necessitate expensive bridging. In Vancouver the branch is expected to run about parallel to Granville St. until it reaches Sixth avenue, thence west along Sixth avenue to Maple St.; about half way between that street & Arbutus it will turn directly south, crossing Seventh avenue, & thence to the city limits. (Sep., '99, pg. 267.)

Duluth, South Shore & Atlantic.—It is said this Co. will erect an improved passenger station at Sault Ste. Marie, Mich., this year, that a site in a very desirable position has been purchased at a cost of about \$40,000, that the grading and track-laying incidental thereto will cost \$10,000, & that the station building will represent

an expenditure of \$20,000, & the new freight station \$5,000, making altogether an outlay of \$75,000 in station improvements.

It is said that Balch & Peppard, of St. Paul, Minn., have a contract for building an extension of 30 miles from Lake Gogebic, Mich., to connect with the Mineral Range branch of this line at Mass City.

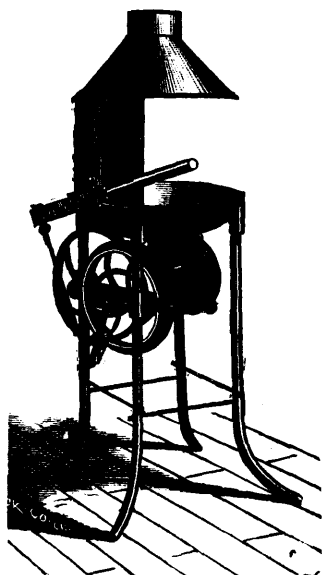
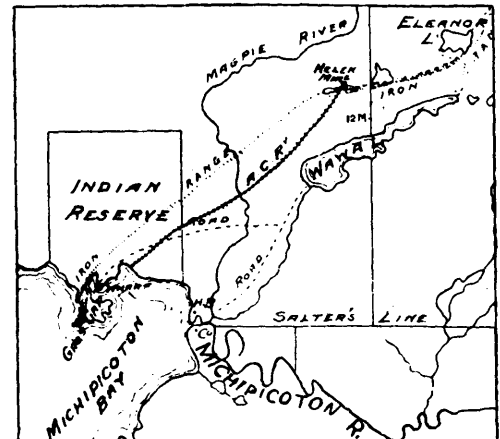
Minneapolis, St. Paul & Sault Ste. Marie.—An officer writes that there are no improvements as yet being made in North Minneapolis, Minn., but that the Co. has bought terminals there and will improve them in the spring. (Jan., pg. 7.)

The Business Men's Association of Grand Forks, Dakota, are negotiating to secure an extension of the M. St. P. & S. Ste. M. line to that town.

Surveys. Construction. Betterment. &c.

The Alberta Ry. & Coal Co. is building a short branch at Lethbridge, extending northerly from the station and connecting with the branch running to no. 3 coal shaft.

Algoma Central.—The map given below shows the line which this Co. has built from Michipicoton Bay to the Helen mine. President Clergue states that by the time navigation opens the Co.'s ore dock at Michipicoton Harbor, the largest on Lake Superior, will be completed & that the Co. has already sold 500,000 tons of ore for shipment to various points in Ontario & the U.S., during this year. (Jan., pg. 7.)



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