

Grand Forks & Kettle River.—The Kettle River Valley Ry. scheme, which was rejected by the Railway Committee of the House of Commons last session, has come up in a new form, a bill having been introduced in the B.C. Legislature to incorporate Hon. J. R. Stratton, T. P. Coffee & F. M. Holland, of Toronto; G. H. Cowan, A. J. Kappelle & A. McEvoy, of Vancouver, as the G.F. & K.R. Ry. Co., with power to build a line from the Canadian side of the International Boundary at or near Cascade City along the westerly side of Kettle River to Carson on the same side of the boundary, & with power to build branch lines, etc.

Granville & Victoria Beach.—The Dominion Parliament last session voted a subsidy of \$66,000 towards the construction of 30 miles of railway from Bridgetown to Victoria Beach, N.S. (Oct., '99, pg. 294.)

The Great Northern of Canada has been constructed from Riviere a Pierre, on the Quebec & Lake St. John Ry., to a connection with the Canada Atlantic Ry. at Hawkesbury, 172½ miles; branch to Shawinigan, 4½ miles; total constructed road, 177 miles. The line is all completed, except the bridge across the Ottawa River at Hawkesbury, which will, it is said, be finished, & the through line opened in September. The Lower Laurentian Ry., 39½ miles, has been purchased by, & forms a part of the G. N. Ry. One hundred miles of the latter's track is laid with 70 lbs. steel rails, & the remainder with 56 lbs. rails. The Co has contracts running for 20 years with the Canada Atlantic & the Quebec & Lake St. John for interchange of traffic on a mileage basis. Under the charter of the Chateaugay & Northern Ry. the G.N.R. will build a line between Joliette & Montreal. It will be 36 miles long & will, it is said, be completed next spring, giving the G.N.R. direct entrance to Montreal where it will have its own terminals. (June, pg. 175.)

The Dominion Parliament last session voted \$64,000 towards building a branch not exceeding 20 miles, from or near Joliette towards Ste. Emilie, touching the parishes of Ste. Beatrix & St. Jean de Matha.

Great Northern (U.S.A.)—J. N. Hill, son of President Hill, is at the head of the Dakota & Great Northern Ry. Co., recently incorporated under the laws of North Dakota, with a capital stock of \$2,500,000, to build a line from near Lakota, on the main line of the G.N. northerly through several productive counties to near the International Boundary Line. This line will probably run between the G.N. branches which now terminate at Hannah, N.D., south of La Riviere, Man., & St. John, N.D., south of Killarney, Man.

The largest railway tunnel in the world is nearly completed through the Cascade Mountains, west of Kalispel, Mont. It is the pet scheme of President Hill, & will save the G.N. 12 miles & several hours in the transcontinental run. It will give it a shorter time from the Mississippi & Lake Superior to the Pacific than the Northern Pacific can make. By next Jan. G. N. trains will be passing under the Cascades instead of winding & backing over them. There are now 7 switchbacks over the mountains which the tunnel will wipe out. Eight years ago Mr. Hill put engineers in the field for the final reconnaissance of this tunnel. When he announced his plan many railway men laughed, & said it would bankrupt the road. It is, however, being built almost entirely from the surplus revenues of the road, largely from those of the Montana Central branch. The work since Jan. 1, 1897, has been entirely paid for by earnings above dividends. More than 2 miles is completed, & 1-3 of a mile remains. Almost 1,000 men are at work with the latest & most powerful appliances. The sum paid for labor to date is nearly \$3,000,000, & the tunnel will cost more than \$4,000,000. Aside

from the time & distance saved the tunnel will avoid the difficulty of keeping open for more than 7 months of each year passes where snow often falls to an extraordinary depth. Transcontinental freight will be carried more cheaply, & it is to transcontinental freight destined for the Orient that Mr. Hill looks for the future of his system. He is shaping his affairs to the end that he can carry freight from any part of the eastern U.S. to the Orient at the lowest possible cost, & he is quoted as saying recently, when coming back after an inspection of the tunnel, that in 10 years the traffic for China would require a double track from Duluth to Seattle. His road is now receiving steel rails & other export goods taken by rail from the Atlantic tide-water to the lakes at Buffalo, & thence by his ships to Duluth, consigned for Honolulu & Nagasaki. With the construction of the freighters building at New London, Conn., & new & larger freighters for the lakes, together with the new tunnel, a still lower rate will be made. The new lake freight ships will soon be built. (May, pg. 143.)

A recent press report credits this Co. with the intention of building a line to Phoenix, B.C., to connect with the Greenwood & Phoenix Tramway Co.'s proposed line from Greenwood.

President Hill is credited with stating that he will not build a branch into the mining camp at Republic, Wash., this year, as was his intention, as the outlook is such as to render it necessary for the Co. to cut down expenditures.

Hallburton towards Mattawa.—The Dominion Parliament last session voted \$128,000 towards the construction of a line from Hallburton via Whitney, towards Mattawa.

The Halifax & Yarmouth has 50 miles in operation between Halifax & Barrington Passage. The second lift of ballast has been put on the section between East Pubnico & Barrington Passage, opened Jan. 15 last, thus completing the road in accordance with the requirements of the Government specifications. Location surveys are in progress between Barrington Passage & Shelburne, 26 miles. Some little work was done on this section last year, a portion of the clearing, about a mile of grading & fencing & some of the masonry being completed. In regard to the rumor that the H. & Y.R. Co. was likely to be amalgamated with the Dominion Atlantic, we are authorized to say that the matter has never been considered in any way by any of the directors or stockholders of the H. & Y. Co. (Apl., pg. 112.)

Halifax Towards Central Ry. of N.S.—The Dominion Parliament last session voted \$64,000 towards the construction of a railway from Halifax towards the Central Ry. of N.S. in the county of Lunenburg. This is in addition to & in extension of 20 miles subsidized in 1899.

Interecolonial.—The Dominion Parliament last session voted the following amounts chargeable to capital, for betterments, etc., in addition to other amounts voted for equipment:

Increased accommodation at Halifax.....	\$ 5,000 00
Increased facilities along line.....	60,000 00
Snow fences.....	5,000 00
Dredging at Pictou Landing.....	2,550 00
Sidings.....	12,500 00
Grain elevator at St. John.....	32,000 00
Grain elevator at Halifax.....	21,500 00
Equipment of stations, etc.....	6,300 00
Building for baggage & express at Truro.....	2,000 00
To extend dyke at Lepers' Brook, Truro.....	300 00
Iron highway bridge, Rocky Lake.....	5,000 00
Additional houses for engines.....	80,000 00
Balance due on Halifax cotton factory branch.....	5,802 00
Freight shed & to improve station at Rockingham.....	1,800 00
To extend cotton factory branch at Halifax.....	70,000 00
To extend coal trestle at Stellarton.....	3,500 00
To increase station accommodation at Westville.....	8,000 00
To increase accommodation at Sydney.....	39,000 00
Sidings at Stellarton, near Albion Mines.....	2,500 00

To re-arrange, enlarge & extend station yard at Truro.....	9,500 00
To increase accommodation at Halifax.....	16,200 00
Improvements at Mulgrave.....	25,000 00
To complete subway at Christy's Brook, Amherst.....	1,800 00
To increase accommodation at Amherst.....	3,500 00
Original construction.....	2,000 00
Land damages on Oxford, New Glasgow & Cape Breton divisions.....	2,000 00
To strengthen bridges.....	100,000 00
Improved accommodation & facilities along the line of railway.....	104,000 00
To increase facilities along the line.....	112,800 00
To increase accommodation at Levis.....	110,000 00
Additional sidings along line.....	105,500 00
Three travelling steam derricks.....	30,000 00
New steel bridge at Etchemin—additional cost.....	22,000 00
To increase accommodation at St. John.....	203,000 00
To dredge & blast rock at Halifax.....	11,000 00
To raise Sydney & Louisburg Ry. bridge.....	3,300 00
To improve ferry service at Strait of Canso.....	250,000 00
To extend I.C.R. to Copper Crown Works, Pictou.....	20,000 00
Rolling stock.....	400,000 00
Steel rails & fastenings.....	420,000 00
Grain elevator at St. John.....	2,000 00
Towards strengthening iron bridge.....	80,000 00
Building new & enlarging old engine houses.....	60,000 00
Improvements at Point Tupper.....	7,000 00
Towards building sea wall in Cape Breton.....	8,000 00
Larger turntables.....	11,000 00
Improvements at Mulgrave.....	10,000 00
Towards constructing subway at Christie's Crossing.....	3,500 00
Improving telegraph service.....	12,000 00
Towards building rest houses at engine stations.....	3,000 00
Drop pits.....	5,000 00

Hon. R. R. Dobell has notified the Mayor of Levis that the proposed improvements there will soon be begun, including a new station & new wharves, involving an expenditure of about \$300,000. It is said the old station will be used as a customs house & post office. (June, pg. 175.)

The third floor of the office building at Moncton, heretofore used principally as store rooms, has been fitted up for offices, & is being occupied by the audit, freight claims, advertising & maintenance of way departments.

An official is reported to have stated that 10,000 tons of 80 lbs. rails have been ordered in the U.S. to relay track in Cape Breton.

Additional land has been secured at Sydney, N.S., & will be used for tracks & freight sheds necessitated by the growing business at that place.

I.C.R. Pictou Branch to Kempton.—The Dominion Parliament last session voted \$14,400 towards constructing 4½ miles of railway from the I.C.R. Pictou branch to Kempton, N.S.

Interprovincial Bridge, Ottawa & Hull.—Work is proceeding rapidly on the superstructure, & it is hoped to have the bridge completed in Oct. or Nov. (July, pg. 195.)

The Dominion Parliament last session voted \$100,000, in addition to \$112,500 previously granted, towards the construction of this bridge, on condition that it provide suitable facilities, to the satisfaction of the Minister of Railways, for vehicular & foot traffic the same as upon a public highway.

Inverness & Richmond.—Track was laid last year 30 miles from Port Hastings to 2 miles beyond Port Hood. On the second section of 30 miles to Broad Cove, about 75% of the grading has been completed, & track laying is going on with the intention of completing that section this year. It is probable that grading will be gone on with beyond Broad Cove towards Cheticamp, which is 110 miles from Port Hastings, the Dominion Parliament last session having voted \$128,000 towards the construction of 40 miles from Broad Cove towards Cheticamp. About 800 men are at work. (June, pg. 175.)

Station buildings have been decided on for the following points: Port Hastings, Port Hood, Mabou, Broad Cove, Creguish, Judique, Glencoe, Strathlorne, Long Point, Catherine's Pond & Glendyer. Enameled iron plates with white letters & dark blue ground, supplied by the Acton Burrows Co., Toronto, have been adopted as the standard for station names on this line instead of painted wooden signs.