

pleted in July. The pulling down & rebuilding of pier no. 3 will take until Oct. The shore span will be erected as soon as pier no. 2 is ready, & the other will only be the work of a few weeks. The removing of the debris will be gone on with at once. It is expected the bridge will be open for traffic by the end of the year. (Feb., pg. 40.)

It is said the Co. will erect shops in Ottawa East as soon as litigation over the expropriation of the land is determined. The building will comprise roundhouse, car sheds & general repair shops.

Prince Edward Island Ry.—See under head "Intercolonial Ry.," on pg. 134, respecting rails, etc., for this line.

The Dominion estimates for 1899-1900 provide \$10,000 to shorten main line by removal of curves, against \$15,000 in 1898-9.

The Provincial Government is prepared to enter into an arrangement with the Dominion Government for the building of a bridge for railway & vehicles across the Hillsboro River at Charlottetown. If the Dominion Government will build the bridge the P.E.I. Government will pay \$12,000 annually towards the interest on its cost. The bridge would be a toll bridge, & would serve for the proposed branch of the P. E. I. R. to Murray Harbor. In the House of Commons, May 1, Mr. Martin, M.P., made a strong speech in favor of the construction of this branch. Sir Louis Davies said he was not without hope that the Government would make some proposition on the subject this session, but he was not prepared to promise anything definite. Mr. Macdonald, M.P., advocated the construction of a short branch to Elmira.

Pontiac Pacific Jet.—Work is about to commence on the extension of this line from Aylmer to Hull, Que., about 8 miles. The line, which will run between the Ottawa River & the Hull-Aylmer Electric Ry., will render the P. P. J. independent of the latter & enable it to connect in Hull with the Interprovincial Bridge, now under construction. It is expected to complete the extension by Sep. (Feb., pg. 40.)

Quebec Bridge Co.—We are officially informed that 7 tenders for the erection of this Co.'s bridge, either cantilever or suspension, have been received. The services of Theodore Cooper, consulting engineer, New York City, have been secured for a thorough investigation of all the tenders & designs, which is now well under way, & the Board is waiting for his report before awarding the contract. It is expected work will start at the beginning of summer. The Secretary advises us that the city of Quebec is pledged by a recent statute to a grant of \$500,000 towards the bridge, that a subsidy of 33 1/3% has been promised by the Dominion Government, & that nothing can now defer the execution of the enterprise. The rapid rise in price of metal makes it urgent to proceed at once with the work. (Mar., pg. 73.)

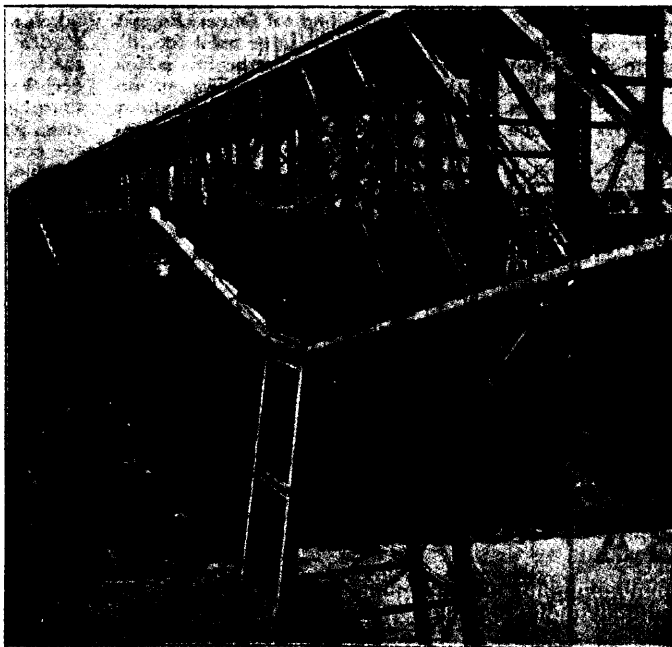
Rutland-Canadian.—It is stated that rapid progress is being made on the line which is to connect the Rutland road with the Canada Atlantic Ry., and that the line will be ready for traffic by Dec. 1. (Mar., pg. 73.)

St. John Valley River Ry.—It is said J. E. McIntyre and other New Yorkers have secured the charter for this line, which is projected to run along the south side of the St. John River from Fredericton to Woodstock, N.B., paralleling the C.P.R. line on the opposite side. It has been surveyed, more than half the right of way secured & about 5 miles

graded. The only name so far mentioned except J. E. McIntyre is G. A. Evans, who is trustee for the syndicate. A local paper says: "Much interest centres in the purchase to see in what connection it is to be operated. The line alone would hardly pay, but it may offer a new outlet to St. John for either the I.C.R. or G.T.R. via the Temiscouata road & the continuation of the St. John Valley line from Fredericton to St. John, about 70 miles, through a well-settled country." It is said construction will be started this spring.

Thunder Bay, Neptigon & St. Joe.—Some of our U.S. contemporaries were rather previous in stating that contracts had been let for work on this line, & that the Co. was in the market for equipment. So far the Co. has only been incorporated by the Ontario Legislature, no subsidy has been given it and no work will be done this year at least. (Jan., pg. 13.)

Toronto, Hamilton & Buffalo.—Barton Township Council having refused the application of this Co. for permission to build its spur line on Trolley St. to King St., from which point right of way to the Hamilton Blast Furnace would have been purchased, is



MICHIGAN CENTRAL CANTILEVER BRIDGE, NIAGARA.

believed to have blocked the building of the proposed spur. (Apr., pg. 117.)

White Pass & Yukon.—The last advices report grading completed 30 miles from Skagway to near Log Cabin, B.C., & track laid for 26 miles. (Mar., pg. 68.)

James Bay.—The Ottawa, Arnprior & Parry Sound Ry. passes some 4 miles south of Parry Sound, making its Lake Huron terminus at Depot Harbor. The people of Parry Sound have been trying for some time to get the O. A. & P. S. to build a branch to the town, but without success. It is now said that arrangements have been made with the James Bay Ry. Co., by which it will build the link as part of its line, thus making the start required by its charter, & that pending further construction of the James Bay line north & south the link will be operated by the O. A. & P. S. Ry. The work will be heavy, there being a good deal of rock.

L. A. Hamilton, Land Commissioner C.P.R., Mrs. & Miss Hamilton, who have been spending several months in Europe, are expected to return to Canada about the end of May.

A Yukon Pole Railway.

E. G. Tilton, of Victoria, President of the Miles Canyon & White Horse Tramway Co., writes regarding his road, which is probably the most northerly on this continent, being in latitude 62°. This Co., which was incorporated by the Dominion Parliament in 1898, was formed for the purpose of providing safe & speedy transit of goods around the obstructions to navigation at White Horse Rapids & Miles Canyon on Lewes River, one of the large tributaries which, in conjunction with the Hootalinqua & Pelly rivers, form the Yukon River. A route on the west side of Lewes River running from the entrance of Miles Canyon to the foot of White Horse Rapids affords the shortest & most accessible route to the Klondike, its entrepôts being Skagway & Dyea, on Lynn Canal, Alaska. There were several steamers traversing this route last summer, & ten or a dozen more are building on Lake Bennet to be ready for this season's traffic.

The White Pass & Yukon Ry. now building from Skagway to Lake Bennet is expected to be completed by the opening of navigation, & then travellers can make the journey from Skagway to Dawson by rail & steamer in 4 or 5 days. The trip two seasons ago, when the gold seeker had to take his outfit along either on sleds or by packing over the trails, & in a skiff or on a raft down the lakes & rivers, consumed months of time & was very difficult, & accompanied with much labor & often danger & disaster, particularly at the canyon & rapids, in which many wrecks occurred in the attempt to chute them, & frequent drownings occurred. The tramway was finished before the opening of navigation last year, & was operated during the entire season, as it will be again this season. Its length is about 4 1/2 miles, & its alignment & gradients easy & favorable. Leaving the landing it ascends about 70 ft. to a bench which follows the river almost to the foot of the rapids; almost the entire distance on tangents, with a steady down grade of nearly 1%. The road is of 3 ft. gauge. The rails are of wood hewed out of black pine timber, which grows plentifully along the right of way, & is strong, tough & durable. Eventually it is hoped to replace

this temporary track with light steel rails. For the present, however, the wooden track serves the desired end very satisfactorily. Construction was necessarily expensive, as laborers' wages were \$7 a day, & supplies cost 50c. a pound to freight in from Skagway. This year, however, owing to the White Pass & Yukon Ry., & steamers on the lake, freighting is 80% lower. The rolling stock consists of 30 cars & 50 heavy horses.—Railroad Gazette.

The Niagara Cantilever Bridge.

In our last issue, pg. 117, we mentioned the improvements about to be made to this Michigan Central bridge. The Railway Age says it was erected in 1883, & has required but little attention since outside of painting. But in recognition of the increasing weight of the rolling stock of the road, & in order to have accommodations with ample leeway for a further increase, the Co. is about to strengthen the bridge by the addition of another truss, which is to be run through the centre of the structure from shore to shore. Between the piers or abutments on the Canadian side & on the U.S.