

has been laid along the land for the purpose of filling up the lowlands. On the newly acquired land it is proposed to build an engine house and to lay out an addition to the yards.

T. M. LeBlanc, of Moncton, N.B., has been given a contract to build a reservoir capable of holding 10,000,000 gallons of water, at Point Tupper, N.S., and to lay two miles of 6 in. pipe in connection with it.

The Clergue Co. has failed to supply Canadian steel rails according to contract, and the Minister of Railways has accordingly purchased 15,000 tons of 80-lb. steel rails in England for immediate delivery, on account of Mr. Clergue. The rails are required for relaying the line between New Glasgow and the Strait of Canso.

Work on the improvements in the tracks and on the coal trestles at the Halifax terminals is being carried out under the direction of E. T. Horne, Assistant to the Manager, and Trackmaster C. W. Archibald.

The station commenced recently at Levis will be 136 by 50 ft., two stories high, with attic rooms at either end for the accommodation of the caretakers. According to present plans the yard track accommodation will be doubled.

Inverness & Richmond.—At the Co.'s collieries at Broad Cove, N.S., considerable development work is being done, driving slopes, putting up buildings, bank head, etc. The Co. is now ready to mine from 300 to 500 tons a day, and by the end of the year its capacity will probably be increased to 1,000 tons a day. Active mining and shipping operations are expected to start at an early date. The Co.'s shipping point for the present will be Port Hastings and also via the I.C.R. at Point Tupper. Ultimately Cheticamp will probably be the principal shipping point, being nearer to the collieries and easier of access. During the coming winter or next spring shipping yards and piers will be built at Port Hastings. (Sept., pg. 273.)

In connection with the building of this line now in operation from the northern shore of the Strait of Canso to Broad Cove, N.S., difficulties arose between Mackenzie, Mann & Co., who contracted with the N.S. Government to construct the line, and Ryan & MacDonnell, who had a sub-contract under them. These difficulties will now be investigated by the courts, as writs have been issued by both firms against each other. Ryan & MacDonnell seek to recover from Mackenzie, Mann & Co., and D. D. Mann personally, \$195,154.97 for work done in connection with the building of the line, value of plant, extra work done and expenditures made. The statement of claim sets forth that plaintiffs had a contract for building the line, the work to be done by Dec., 1900; this they were not able to do owing, it is alleged, to the default of the defendants. In consequence of this default the defendants took possession of plaintiffs' horses and implements, etc., and completed the work. Plaintiffs stated that they were retarded in their work by reason of defendants having failed to grade 10 miles of road leading to where the contract began; by reason of the right-of-way not being furnished in time, and by the usurpation by the defendants' Manager of Construction of the duties of the Engineer, and by delays in getting estimates from the Manager. They also allege that the plant, etc., was taken possession of before the expiration of the notice given by defendants' Manager that they would seize if work was not gone on with. Mackenzie, Mann & Co. make a general denial of all these allegations and counter-claim for \$200,000 damages sustained by reason of Ryan & MacDonnell having failed to carry out the terms of their contract.

James' Bay Ry.—The grading on the 5 miles of line to connect the Canada Atlantic Ry. with Parry Sound, is very nearly com-

pleted, and it is expected that the work will be finished and track laid before winter. Surveying for the extension of this line in the direction of Sudbury across the French river, will be prosecuted in the spring, and further building done. It is understood that this line will form part of the eastern extension of the Canadian Northern Ry. (Sept., pg. 273.)

Manitoulin and North Shore Ry.—No further contracts have been let for construction on the main line, but a short branch has been built from the main line 3.9 miles from Sudbury, Ont., to the Elsie mine, a distance of one mile. The plans for the 18 miles of line between Sudbury and the shore of Georgian Bay have been approved by the Provincial Government.

Three routes have been surveyed for the southern end of the line between Owen Sound and Meaford, 22 miles. The route which will probably be selected is the longest one, but it is almost without grades. It passes through Leith, Annan and Balacava. Surveys are in progress for the section of the line between Wiarton and Tobermory, 55 miles. At the northern end the line has been located to Little Current, on Manitoulin island, and surveys across the island to a point opposite Tobermory, between which points a car ferry will be operated, will be gone on with at once.

The Co. will, it is said, apply to the Ontario Legislature for power to also build from Wiarton to Goderich.

Midland Ry. Co. of Nova Scotia.—By an act passed by the Nova Scotia Legislature in 1899, the town of Truro was authorized to borrow \$30,000 as a subsidy to this Co. in the event of its building a railway from Windsor to the Shubenacadie river, and thence to Truro, via Clifton. By an amendment to this act, passed last session, the town council is given authority to borrow this money for 30 instead of 20 years, and to assess 2½% of the amount annually on the property in the town to provide for the repayment of the money so borrowed.

The remaining spans of the bridge over the Shubenacadie river have been floated into position. The last span weighed 180 tons, and was 220 feet long. It was floated out on scows 80 ft. long by 22 ft. wide, and anchored in position at high tide, and on the ebb rested in the place prepared for it. The work was done in about 30 minutes. The first through train was run from Windsor to Truro on Oct. 10. It is said the Co. will build shops at Truro. (Sept., pg. 274.)

At a meeting held at Earlton, N.S., recently, a committee was appointed to interview the directors of the M.R. of N.S., with a view to securing their aid in promoting a line to be called the North Colchester Ry., and to run between Truro and Brule. It was also decided that the committee should draft a bill for the next session of the Provincial Legislature and for the Dominion Parliament next year.

The Mount Sicker Ry., which connects with the Esquimalt and Nanaimo Ry., 400 yards south of Westholme station, 44 miles from Victoria, B.C., is a private line operated by the Lenora-Mount Sicker Copper Mining Co. (Ltd.), which is at present shipping 2,500 tons of ore a month. It is in operation from the E. & N.R. to the Lenora mine, and is being extended across the E. & N.R. to the coast at Osborne Bay. H. Croft is General Manager. (Sept., pg. 274.)

Nanaimo and Alberni Ry.—It was recently decided to have a further survey made of the route of the projected line between these points on Vancouver Island. D. R. Harris, C.E., who made the survey, says the route follows the main branch of the Nanaimo river. A great hollow formed by the triangle of three mountains, in which Moriarity and Rocky run are included, afforded greatest difficulty to the party. Here the divide which

separates the waters of the Nanaimo and Cameron rivers occurs. The divide is only 150 ft. above the level of the Indian lake. By means of a detour between these mountains, it has been found practicable to make a very easy ascent of the 3,100 ft. to be reached. From that out the route is a very good one, following the mountains forming side hills on the south side of Cameron river to Roger pass. Yellowstone creek is the only necessity for trestle-work that will be required. Along the first part of side hills a little difficulty will be encountered on account of there being rather heavy side cuts, which will have to be made for a roadway. Cameron river has a succession of rapid falls, which can be overcome by keeping well upon the side of the hills till the headwaters of Roger creek are reached at an altitude of 1,375 ft. From this the foothills of the Beaufort range are followed, until the valley is reached, when a bend is made in the course, and the route leads southward to Alberni. (Sept., pg. 274.)

Nipissing and James Bay Ry.—The charter for the construction of this railway held by Mackenzie, Mann & Co. would have expired had work not have been commenced by July. A contract was let for the grading of an undefined mileage, and work was commenced some distance out of North Bay within the limit of time, the contractor working close behind the location surveyor. From 100 to 150 men have been employed in the work all summer, and good progress has been made. No track will be laid this year. No decision has been arrived at as to a connection with any other line at North Bay. A plan and profile of the line being graded has been filed at the registry office at North Bay. (Sept., pg. 274.)

North Colchester Ry.—See Midland Ry. of Nova Scotia.

Nova Scotia Southern Ry.—See Halifax and South Western Ry., pg. 335.

Nova Scotia Steel and Coal Co.—H. Donkin, C.E., is reported to have been appointed chief engineer, and to be in charge of the Co.'s operations in Cape Breton. It is reported that a line is to be constructed from Sydney to the coal areas in Bouladerie, with a bridge across the Bras d'Or Gut. Plans and specifications have been prepared for the construction of a shipping pier 500 ft. long, to be fitted with the latest apparatus for handling coal, at North Sydney.

The Ottawa Northern and Western Ry. is building a station at Hull. It is in the Elizabethan style of architecture, and is built of stone and pressed brick to the height of the first story, above this in half-timbered work. The dimensions of the building are 50x24 ft. It contains a large general waiting-room with lavatories connected, a ladies' waiting-room about 16 ft. square with lavatories, etc., and dispatchers' office opening into the general waiting-room, all on the ground floor. In the basement is a hot water heating apparatus. The first floor is arranged for the stationmaster's house, with six good-sized rooms, including a large living-room, kitchen and bath-room. The baggage-rooms are 136x20 ft., and in close proximity to the station, and practically under the same roof, which is extended from the station to cover them. The architects are Finley & Spence, of Montreal.

The Co. is negotiating with the C.P.R. for permission to cross the tracks of that Co. in order to obtain an entrance into the Central station at Ottawa.

Canadian Northern Ry. Construction.

The terminal and shipping facilities at Port Arthur and Fort William are being rapidly pushed forward so as to be ready to handle traffic when the line through to Winnipeg is opened. Large areas of land are being reclaimed along the waterfront at Port Arthur between the elevator dock and the round