

Cassiar Central.—In our last issue, pg. 238, we gave from a Fort Wrangel, Alaska, paper a reputed interview with E. D. Self, who was spoken of as General Manager of this Co., in which it was stated as the purpose of the Co. to build a line from Glenora, B.C., to Dease Lake in the spring, & that surveys were being made for a continuation of the line from Dease to Teslin. The interviewer, no doubt, meant to speak of E. W. Self, who is the Co.'s Consulting Engineer, who has been in charge of the examination & exploration, & whose report thereon to the directors in London, Eng., has not been made public. C. P. Woolley, one of the directors, who spent a good deal of the past summer in the country to be traversed by the projected line is reported to have stated at Wrangel, recently, that the road would be built as soon as the directors were satisfied the country would justify them in building it & not before, & added that they were satisfied as far as they had gone. The B.C. Review, of London, Eng., says:—"H. Cohen, who purchased the Cassiar Ry. charter from Warburton Pike, the concessionaire, & transferred it to the African B.C., corporation, has postponed railway construction until satisfactory assurances are received of the existence of payable mineral. It is probable that, without more definite assurances as to the advantages to be derived from a railway, the Corporation will hesitate before entering upon so expensive an undertaking. . . . The land grant & mineral rights are extensive, & should the concessionaires, by undue delay, forfeit their charter, there is little likelihood of the Government again granting such foolishly liberal terms."

Great Northern (U.S.).—A rumor has been current in Vancouver, B.C., that this Co. wants to secure the site of the recently burned Hastings mill for station purposes. It is said the Co. has engineers at work at New Westminster & Vancouver. The G.N. now reaches the south bank of the Fraser River, opposite New Westminster, by the New Westminster Southern Ry., which runs thence 23 miles to the International Boundary at Douglas, B.C., where it connects with the G.N. branch to Seattle, 120 miles farther south. It is rumored the G.N.'s schemes include a bridge over the Fraser at New Westminster, & an extension to Vancouver.

A recent despatch from Tacoma, Wash., says the G.N. is preparing to build a 200 mile extension from the main line at Wenatchee, Wash., through the Okanagan mining district, into British Columbia, with a branch to the mining camp at Eureka, Wash. The proposed line would follow the Columbia River from Wenatchee north to Lake Chelan & thence along the Okanagan River to B.C.

Kootenay Ry. & Navigation Co.—Mention was made in our Nov. issue, pg. 238, of the letting of a contract to Foley Bros. & Guthrie, of St. Paul, Minn., for some 50 miles of line from Bonner's Ferry, Idaho, to Kootenay Lake, B.C. Work was started Nov. 26, & it is said the line is to be completed by July 1, 1899. As explained in our last issue, the line on the Canadian side will be built under the charter of the Nelson & Bedlington Ry. Co. In this connection the Nelson, B.C., Miner says: "The stakes of the proposed route of the Nelson & Bedlington Ry. are alongside the C.P.R.'s Crow's Nest Pass road from the eighth siding to Kuskanook siding. The N. & B. railway is anxious to be allowed running rights over the other line for that portion of the route, or at any rate to be allowed to lay its track in the C. N. P. right of way. This would mean that the new line would not only avoid an expensive piece of construction, but also that all the tracklaying it would have to do this side of the boundary would be from the boundary to the eighth siding, about 13 miles, & from Kuskanook siding to Kuskanook, 8 miles. It is doubtful whether, under the charter, the C.P.R. could grant these privileges, & permission will probably have to be obtained from the Railway Committee." We venture the opinion that the privilege is not likely to be granted by the C.P.R.

A party under J. A. Gray has returned to Kaslo after being in the field some two months surveying for the proposed Lard-Duncan branch of the Kootenay Ry. It is said excellent grades have been secured.

The K. V. R. & N. Co. is an English organization working in connection with the Great Northern Ry (U.S.) Full particulars of its organization were given in our Aug. issue, pg. 181.

Lake Erie & Detroit River.—The bridge over the Thames river on the Erie & Huron division is to be replaced with a through girder, with 2 spans of 75 ft. each, with a draw span resting on a centre pier, each arm being 64 ft. in length. The total length of the bridge will be 278 ft. The base of the rail will be 74 ft. above low water level. The piers and abutments will be made of concrete masonry on pile foundation. The contract for the substructure has been let & plans for the superstructure are completed. The Co.'s engineer is Owen McKay, Windsor, Ont.

The slip dock at Sarnia is not expected to be ready until the opening of navigation next year.

Lake Manitoba Ry. & Canal Co.—Work for the season was closed early in December. Practically all the grading done this season has been laid with rails, 56 miles having been laid from Sifton Jct., carrying the line to the edge of the Swan Lake district.

The country between the Dauphin Valley & that of Swan River & the accompanying streams is said to be one vast muskeg threaded by the sandy ridge upon which the railway is constructed. This is nothing less than the old sandy beach of the glacial Lake Agassiz. The whole country is heavily wooded with tamarac, spruce & some Jack pine, & will be in the future a valuable source of wood supply. Fire has done great damage to the bush, but where the forests have escaped the ravages of fire the trees are of gigantic size.

Mr. Armstrong, C.E., who has been engaged in locating the line, has completed his work for 50 miles beyond Swan River, to the base of the Porcupine Hills. The line, after passing through the Swan River Valley, skirts the Porcupine Hills until it reaches the valley of the Red Deer River, one of very similar formation to that of the Swan River, only much greater in extent. It runs westward between the Pasqua Hills and the Porcupine Mountains, about 100 miles. Thirty miles beyond the Red Deer Valley the Carrot River Valley is reached. Between this river & the Saskatchewan is said to be a rich plateau. The valley of the Carrot River, near the western end of which Prince Albert is situated, contains, it is estimated, about 1,500,000 acres of land. The original location of the C.P.R. was through the Swan River country. The intention was to strike the rich valley of the Saskatchewan, in which Prince Albert, Battleford & Edmonton are situated, following it westward to the mountains.

It is the intention to continue the line to the Great Saskatchewan River, in the vicinity of the Pas Mission, next year, & the Co. expects to reach Fort Churchill, Hudson's Bay within 4 years.

Manitoba & Southeastern.—Track has been laid this season from St. Boniface south-east 46 miles. Temporary arrangements have been made with the C.P.R., under which the M. & S. E. Co. gets the use of the former's tracks from St. Boniface to Winnipeg, & of its Winnipeg passenger station & freight sheds. The M. & S. E. is running 2 trains a week from Winnipeg to the end of track, & the indications are that a good business will be done throughout the winter, & that it may be necessary to increase this temporary service. The line traverses a splendid farming district through Springfield, Tache & Labroquerie municipalities, from which there is a good deal of wheat to be brought out. In the Cypress Hills, near the end of track, there is a large amount of timber. It is expected to do a large wood trade with Winnipeg. These hills are only about 80 ft. above the surrounding country, & the road will run along them

INSURE IN

The Canadian Railway Accident Insurance Co.

OTTAWA, ONT. A PURELY CANADIAN CO.

Authorized Capital - - \$500,000.
Subscribed Capital - - \$175,000.

J. W. McRAE, President.

HON. E. H. BRONSON, Treasurer.

JOHN EMO, General Manager.

JOHN P. DICKSON, Secretary.

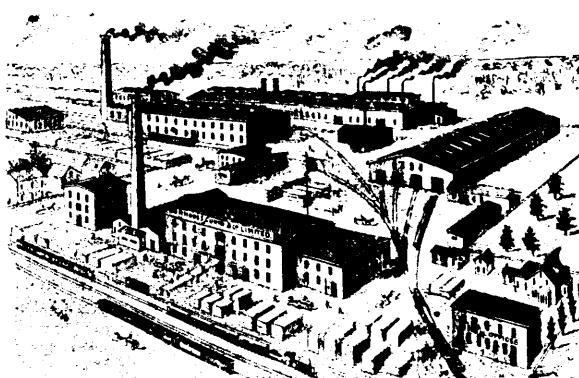
We make a specialty of Railroad Employees Insurance, also issue all classes of personal accident insurance. Policies containing all the latest and up-to-date features at rates as low as consistent with safety.

HEAD OFFICE:

26 Wellington St., Ottawa, Ont.

All Cuts used in the RAILWAY AND SHIPPING WORLD, and owned by the Publishers, are

.....For Sale.



**Rhodes,
Curry & Co.,**

Ltd.,

**Railway and
Street Cars**

of all descriptions.

Special Cars for Coal, Ore,
Lumber, &c., with Ball-
Bearing Wheels. * *

**Car Wheels, Castings, Forgings, &c.
AMHERST, NOVA SCOTIA.**