

used for the grain that the G.N. will secure from the Canada Atlantic at Hawkesbury. It has not yet been decided whether the Co. will build an elevator, or if it will be undertaken by private enterprise similar to the proposition that has been made for Montreal. In any case the elevator, when erected, will have a capacity of 1,000,000 bushels, & it is said it will be started early in the spring & completed in time for the opening of the new route from Quebec to Parry Sound, in Aug. (Aug., pg. 235.)

Another matter that is to come up for decision shortly is the building of a branch line to Montreal from Joliette. The main line, however, is to be completed first.

The contractors' engineer reports that grading is all but completed on the two sections from Shawenegan, Que., west 53 miles to Montcalm, & from St. Jerome, west 35 miles to Hawkesbury. The middle section between Montcalm & St. Jerome, 28 miles has been practically rebuilt. Eight miles of rails are relaid, ties renewed, & culverts & trestles rebuilt. Track laying was begun towards the end of Aug., & including the renewed section, there are 60 miles of rails laid. The section between St. Jerome & Lachute is about completed. At the end of the season there will remain only the section between Lachute & Hawkesbury, & between the Maskinonge River & Riviere du Loup. About 16 miles of ballasting is completed east of Montcalm, & a regular train is running over the old line & to a point 14 miles beyond Montcalm. The superstructure of the Hawkesbury bridge will be begun about Dec. 15, & the contractors must have the false work removed before ice breaks up in the spring. Among the smaller bridges are those over the Maskinonge & Riviere du Loup, each 1,000 ft.; the East Yamachiche, 500 ft.; the Chicots, 350 ft., & the West Yamachiche, 250 ft. (Nov., pg. 326.)

Intercolonial.—The management finds it necessary to secure more room on the northern side of the yard at the St. John, N.B., station, & will be compelled to take possession of Lombard street. In doing this, of course, it will be necessary to make a new street, & to take properties now facing on the street. The operation will be an expensive one, as property has become valuable in that locality. Owners have been approached, but the prices asked are considered so high that expropriation proceedings may be resorted to.

Interprovincial Bridge, Ottawa & Hull.—It is now said that the erection of the super-

structure will be commenced this month. A track has been laid from the C.P.R. north shore line to the Hull end of the bridge, so that the material for the superstructure may be taken over it. (Nov., pg. 326.)

James' Bay.—Parry Sound townspeople fear that the 5 mile section from the Canada Atlantic to the town of Parry Sound may not be built as proposed. At a recent meeting of the Board of Trade, the Secretary said that Mackenzie, Mann & Co. asked the town to give a bonus of \$15,000, exemption from taxation for 21 years, right of way on town property & a grant of all water frontage owned by the town. The town made a counter proposal to give \$12,000 instead of \$15,000, but no reply was received. Later indications were not wanting that the Co. was seriously entertaining the idea of projecting a line from the vicinity of Maple Lake station north through the Balsam settlement, getting as near Dunchurch and Loring as possible, & on to French River, endeavoring to find a crossing over the French River nearer Lake Nipissing than Contin's Island. The Secretary was authorized to renew correspondence with Mackenzie, Mann & Co. (Nov., pg. 326.)

Kootenay Ry. & Navigation Co.—On Nov. 24 it was stated that this Co.'s subsidiary line, the Bedlington & Nelson, had been completed to within 2 miles of Kuskanook, its terminus on Kootenay Lake, & that it was expected the track would be laid on this short piece a few days thereafter. (Nov., pg. 326.)

Manitoba & Southeastern.—On Dec. 6 we were officially informed that track had been laid from La Broquerie, last year's terminus, to a point 103 miles from Winnipeg, & that the remaining 5 miles to the International Boundary was being graded. Grading from the International Boundary to War Road, Minn., at the southwest corner of the Lake of the Woods, had been completed, & it was expected to have track laid to War Road, 115 miles from Winnipeg, before Christmas. (Nov., pg. 327.)

Midland of Nova Scotia.—Track laying is proceeding between Truro & Shubenacadie River, 15 miles, & it is expected to be completed during Dec. Only the bridge over the Shubenacadie will then remain to be completed. (Nov., pg. 327.)

It is rumored that this line may be extended from Windsor to connect with the Nova Scotia Southern Ry., which is being built from New Germany to Shelburne, N.S. The M.R. Co.'s charter also provides for an extension

of the line from Truro to the Straits of Northumberland.

Northern Pacific.—The branch from Portage la Prairie, Man., northwesterly 20 miles, was opened for traffic Dec. 1, stations having been established at Horizon, Ridgeway, Youill & Beaver. On Dec. 4 the Co. gave a free trip to Winnipeg & return to the residents along the new line, about 1,000 availing themselves of the privilege. The branch from Portage la Prairie, Man., north towards Lake Manitoba, was also opened Dec. 1, stations having been established at Alpha & Town Line. (Nov., pg. 327.)

Interlocking apparatus is being put in at the points at which the N.P. crosses the C.P.R. & the M. & N.W.R., near Portage la Prairie.

It is expected the Co. will erect a large station at Portage la Prairie next year.

Nova Scotia Southern.—President R. G. Hervey favored us with the following information on Dec. 2:—"Our line, now under construction, is from Shelburne Harbor to a junction with the Central Ry. at New Germany, 76½ miles, & from Indian Gardens, a point midway between those towns to Liverpool, 19½ miles more. The contract for the construction of the line was let last January to C. B. Wilkins & Co., who commenced Feb. 1, & have prosecuted the work vigorously. They have laid about a mile of track, using 70 lbs. rails, from New Germany westward to the crossing of La Have River, where they are erecting a steel bridge of 4 spans, 2 of which are now in place, & the other 2 are expected to be finished within the next 10 days. Beyond this, they have 15 miles ready for track; & they are pushing the grading at the same time both from the Shelburne & Liverpool ends, & expect to complete the whole line next summer. Our chief engineer, A. Mitchell, is surveying the line from New Germany into Halifax."

The Chief Engineer reported to the President, Nov. 14, as follows:—"The heaviest portion now building is at the New Germany end, where, about a mile from the junction with the Central Ry., the line crosses the gorge through which flows the La Have River, & then cuts through the hills on the western side of the river. The track is carried over 4 steel spans on granite piers, 45 ft. high. Of this the sub-structure is completed & the spans are building. The track is laid from the Central Ry. to the bridge, & can be laid for 20 miles beyond as soon as the bridges, including 4 other spans between New Germany & Caledonia, are in place. The next heaviest section is the 9 miles beginning at Shelburne at

