

\$60,000. The estimated expenditure up to June 30 last was \$22,000, & the contribution of the town of Edmonton \$25,000, which, deducted from \$60,000, makes the balance required as per estimate, \$13,000. The contract requires the superstructure to be completed by Dec. 1.

**Esquimalt & Nanaimo.**—An extension of the line is being built at Oyster Bay, B.C., & coal bunkers are being erected there.

**Granville & Victoria Beach, N.S.**—A fair measure of interest is, says the Maritime Merchant, being developed in the project of bridging the Annapolis River at Annapolis Royal, so as to connect Granville Ferry on the other side, and thus form a connecting link in a line of railway which it is proposed to run from Victoria Beach through Caledonia to Halifax. The matter of a subsidy for at least a part of the line has been already arranged in the last provincial estimates, & if the enterprise goes through it will be a decided addition to the transportation facilities of the Valley. Eastport, Me., is but 55 miles from Victoria Beach, & as it is the terminus of a number of New England railways it would give a much shorter route to Boston or Montreal than any existing line from such western points as Halifax. The persons interested in the enterprise make the most pronounced claims on behalf of the natural advantages of Victoria Beach as a harbor for ships of all sizes, and assert that this port should be the natural terminus for all western railways in Nova Scotia. The matter was discussed at a recent meeting of the Maritime Board of Trade, when a resolution was adopted favoring the scheme. (June, pg. 175.)

**Great Northwest Central.**—A 20 mile extension is being built from the terminus of this line at Hamiota, Man., to Parkissimo, to serve the country between the main line of the C. P.R. & the M. & N.W.R. It will run through a well settled & excellent farming district & will be of great value to farmers in the vicinity of the Assiniboine River between Birtle & Virden. The character of the work is very similar to other prairie lines, but it is somewhat heavier in the neighborhood of Arrow River, where the surface of the country is very rough & broken. The gradients & curvature will be very light. Two stations will be built, one 10 miles west of Hamiota & the other at the terminus of the extension. This extension, for some legal reason, is being built under the charter of the Saskatchewan & Western Ry. See also under head of M. & N.W.R. on pg. 295. (Aug., pg. 236.)

**Great Northern of Canada.**—T. F. Oakes, formerly President of the Northern Pacific

Ry., accompanied by Col. McNaught, of New York, & H. H. Melville, of Boston, two of the directors of the G.N.R., & J. B. Haggin, the American copper operator, have been inspecting the work of construction recently.

One of the contractors, J. W. McRae, recently said:—"The grading over the whole line from Shawenegan to Hawkesbury is about completed, & track is laid from Montcalm to 10 miles east of St. Elizabeth, while the masonry in the bridges & culverts is likewise all completed. The heavy bridge over the Ottawa River at Hawkesbury is well started & we expect to have the 2 abutments & 8 piers completed in November. We found good solid rock foundations for all the piers, & a large force of men are hurrying on the work. The trestle work at the approaches is well advanced, & from the start the work on the road & bridges has been pushed right along. The Joliette station, which is of pressed brick, on stone foundation, will be the best on the line, & is well under way." (Aug., pg. 235.)

**Great Northern U.S.A.**—It is very positively asserted that this Co. will build into Republic, Wash., probably going via Wilbur up Hawk Creek & on by the San Poil. It is hardly likely that the line will stop at Republic, & it will probably be extended to the international boundary at least. An unconfirmed rumor says the extension will reach the boundary at Carson & that the C.P.R. will build a 3 mile branch from Grand Forks, B.C., to connect at Carson. This is rather unlikely, to say the least.

**Intercolonial.**—Work is progressing on the deep water terminus at St. John, N.B. The dredging of the eastern part is about done & the entire dredging is considerably more than half done, but that which is yet to be completed will necessitate considerable blasting. The work has been much hampered by some of the material brought up, which consists in the most part of edgings, stuck together by mud in such a manner as to render dumping an extremely difficult task. The work has also been delayed by the building of a new track. However, it is expected that one berth will be ready for this winter's business. Three cribs have already been sunk. (Aug., pg. 236.)

The General Manager has recently made a thorough inspection of every section of the line, accompanied by the General Superintendent, the Engineer of Track Maintenance & the Bridge Inspector. As a result a number of improvements are to be gone on with.

A large amount of repairs have been done to the stations this year, especially on the main line between Halifax & Campbellton.

The siding accommodation at Sydney, N.S., is being considerably increased.

It is said tenders will be asked for at an early date for the station building at Levis, Que., involving an expenditure of some \$80,000.

A lot of snow fencing is about to be built on the Northern division. Nine rest houses for train men are being built at different points.

**Interprovincial Bridge, Ottawa & Hull.**—Workmen are now engaged on pier no. 2. Another gang has been placed at work on the approaches on the Ontario side, & the work is progressing at a good rate. It is expected that before the end of the year the greater part of the work will be completed. About 70 men are employed. (June, pg. 175.)

The Ottawa City Engineer, J. Galt, has taken strong exception to the bridge plans. He says the way the ground plan of the bridge has been designed is exceedingly objectionable, particularly as regards the approach on the Ottawa side. It contemplates a steam railway track in the centre, on either side of this, & separated only by a wooden balustrade, there being wedged in between trusses, two 4 ft. spaces for pedestrians. Outside of these footpaths again, & overhanging the river beyond the stone piers, are, on either hand, spaces, 1st, for electric cars, & then, for vehicular traffic. Under the proposed arrangement, pedestrians, tram cars & vehicles on the down-river side of the bridge will turn into the street leading up past the Printing Bureau almost on a level with Sussex St., but all three on the up-river side of the bridge will be conveyed on an incline down to a point where they can be carried, by means of a subway beneath the railway track in the centre, coming up again so as to join the remainder of the traffic in the vicinity of the Bureau. The City Engineer claims that there

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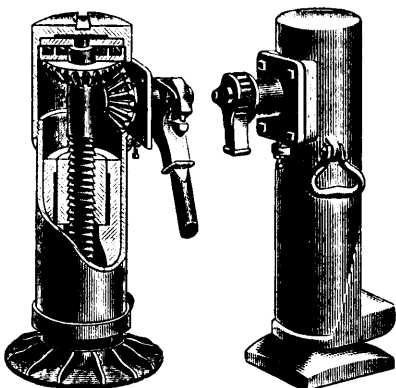
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