

Canadian Northern.—On the Ontario section ballasting has been completed on the first 40 miles west from Stanley Jct., & track is now being laid on the second 40 miles, on the whole of which grading has been completed. On a further section of 45 miles about 40% of the grading has been done, & it is expected to complete this & lay track on it this year, which will place the end of track at Karribus Creek, a few miles beyond the Atikokan iron range, a distance of 125 miles from Stanley Jct. & 140 miles from Port Arthur. The grading contractors are D. McGillivray & Co., J. A. McDonell, L. Madigan, J. R. Turnbull, Jas. Anderson, H. Mann & A. R. Mann. J. R. Turnbull also has the contract for bridging. He has completed the Kaministiquia truss bridge, & is now building the Mattawan truss bridge. About 1,000 men are at work. It is expected to complete the line to Rainy River next year. (June, pg. 174.)

Rainy River, which forms the International Boundary between Canada & the U.S., will be crossed at Cathcart's Point, a few hundred feet below the confluence of Baudette River with Rainy River, & about 30 miles from Lake of the Woods. The bridge will be about 1,000 ft. long. It will have 5 piers, the centre one supporting a swinging span of 360 ft., which will give 2 channel openings of 160 ft. each. The plans have been approved by the U.S. Secretary for War, & have been submitted to the authorities at Ottawa. (June, pg. 174.)

On the Minnesota section, running through that State, between the south-east corner of Manitoba & Rainy River, track has been laid to Warroad, 116 miles from St. Boniface, Man., grading from Warroad to Rainy River is being proceeded with, & it is expected the rails will reach the River during September. (June, pg. 174.)

On the Manitoba section the track was completed last year to 218 miles northwest of Gladstone Jct., & the line has been opened for traffic to Bowsman, 195 miles from Gladstone Jct. There is also a branch of about 23 miles from Sifton Jct. to Winnipegosis. The main line is now being rapidly pushed on towards the northwest angle of Manitoba, from which it will be extended to Prince Albert, Sask. It is expected to build about 150 miles this year. The Dominion Parliament, in 1899, voted \$320,000 towards the construction of the line north of Swan River, towards Prince Albert, & last session made a further grant of \$320,000 for another 100 miles, which will carry the line into Prince Albert, which place it is expected to reach next year. It is

possible that some work may be done on the branch from the northwest angle of Manitoba towards the Great Saskatchewan River, en route to Hudson's Bay, but this does not seem to have been decided. About 1,000 men are at work. (June, pg. 175.)

On the Gilbert Plains branch, which leaves the main line 2 miles northwest of Dauphin, & 86 miles northwest of Gladstone Jct., 6 miles were built last year, & the remaining 19 miles will be built this year. The Manitoba Legislature has ratified the agreement between the Greenway Government & the Co. granting aid towards the construction of this branch. (Apl., pg. 111.)

The Victoria, B.C., Times recently stated that the money for the Canadian Northern Ry. from Lake Superior to the northern coast of British Columbia, with a branch line to Dawson, Yukon, had been subscribed in London, Eng. This is undoubtedly somewhat premature, & the Times has probably got mixed up about the bonds which the Co. recently put on the English market in connection with the building of a line from Port Arthur to the Saskatchewan river.

Central Ontario.—Grading & track laying have been completed on the 21-miles extension from 2½ miles east of Ormsby to 1½ miles north of Bancroft. Ballasting is being done as fast as possible, & it is expected the extension will be open for traffic early in Sept. (Mar., pg. 72.)

The directors have not come to any decision as to when further extension of the line to the Canada Atlantic, near Whitney, will be proceeded with. The Ontario Legislature has voted a subsidy of \$3,000 a mile for 40 miles of the further extension, & the Dominion Parliament last session voted \$64,000 for 20 miles of the same. (May, pg. 143.)

Central Vermont.—It is rumored that the Central Vermont Ry. Co. is trying to acquire the Orford Mountain Ry. from Eastman to Lawrenceville, Que., & that if it does a connecting link will be built between Waterloo, on the C.V. line & Lawrenceville, on the O.M. line.

The Dominion Parliament, at its last session, voted a subsidy of \$67,200 for a railway from Farnham to Frelighsburg, Que., & the International Boundary Line, not exceeding 21 miles. The Montreal & Province line operated over a portion of this route some years ago. The Central Vermont is behind the project. (June, pg. 175.)

Chateauguay & Northern.—The Dominion Parliament, last session, voted a subsidy of

\$134,400 towards the construction of this line from Hochelaga Ward, Montreal, to the Great Northern Ry. in or near Joliette, passing near L'Assomption, Que., with a spur into that town, not exceeding 42 miles in all.

The Comox & Cape Scott Ry. Co. was incorporated at the Dominion Parliament last session, with power to build from Comox district, on or near the 50th parallel of latitude, on or near the east coast of Vancouver Island, through Sayward & Rupert Districts, to Cape Scott or some other point at or near the north end of Vancouver Island. The provisional directors are J. Dunsmuir, R. M. Jeffrey, J. A. Lindsay, L. H. Solly & H. K. Prior, of Victoria, where the head office is situated. Mr. Dunsmuir is Vice-President of the Esquimalt & Nanaimo Ry., which runs from Victoria to Wellington, 78 miles, & the proposed line would doubtless be a subsidiary of that Co. (April, pg. 111.)

Cowichan Valley.—The Dominion Parliament last session extended the time for the commencement of this railway until June 13, 1902, & for its completion to June 13, 1905. The Co. was incorporated in 1898, the incorporators being Hon. G. A. Cox & R. Macdonald, Toronto; P. Long-Innis, New York; H. J. Wickham, Toronto; M. M., W. T. C., & H. Boyd, Bobcaygeon; J. G. Edwards & J. D. Flavell, Lindsay. The Co. is empowered to build a line from or near the mouth of the Cowichan River, Vancouver Island, following the valley of that river & Cowichan Lake to or near the head of Cowichan Lake, thence following the Franklin River to the Alberni Canal, at or near the mouth of the Fraser River, with a branch following the Nitinat River & Nitinat Lake to or near the outlet of Nitinat Lake.

Edmonton, Yukon & Pacific.—Mackenzie, Mann & Co. are said to have an option on this charter, but as far as we can ascertain it has not been transferred to them. (Apl., pg. 112.)

Gaspé Short Line.—The bill to incorporate this Co. passed the House of Commons last session, but was rejected by the Senate on the ground that it contained provisions that were not in the petition. (Apl., pg. 112.)

Golden Lake to Bancroft.—The Dominion Parliament last session voted \$64,000 towards building 20 miles of railway from the Pembroke Southern Ry., at or near Golden Lake, towards the Irondale, Bancroft & Ottawa Ry. at or near Bancroft, for the further extension westerly from the western terminus of the 20 miles granted in 1897.

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