

sive additions & improvements made to the stockyards at Yorkton & Russell.

Manitoba & Southeastern.—The Manitoba Government Engineer recently inspected the 46 miles of this line from St. Boniface Jct. to La Broquerie, which were built last season. The Co. will probably carry this winter over 1,000 cars of cordwood & about 150 cars of wheat, the latter coming principally from the Menonite settlements south of the line, & the French settlements of St. Anne's & La Broquerie. The wood will come largely from the vicinity of La Broquerie. G. Strevel & other contractors have camps of men getting out ties for this year's construction.

As foreshadowed in our last issue, Premier Greenway has notified the Co. that the line is to pass round the southwest corner of Lake of the Woods, running for some distance through Minnesota & entering Canadian territory again near the mouth of Rainy River, to which point the line is to be completed this year. The surveys have been completed to that point.

As a result of the construction of this line, the Western Lumber Co., one of the largest milling concerns at Rat Portage, has decided to build a large mill in Winnipeg, & has bought a site near Louise Bridge. The logs will be shipped over the M. & S. E. direct from the boom at Rainy River to Winnipeg.

When at Winnipeg recently, the Minister of the Interior was waited on by a delegation regarding the St. Andrew's Rapids. Some one in the delegation referred to the M. & S. E.R. as a branch of the C.P.R. Mr. Sifton assured the delegation that such a statement was entirely unwarranted, & that when the road was completed to Lake Superior, as was designed by the construction of the Ontario & Rainy River link, the Northwest would have an independent outlet to the lake. The Government would take care that measures would be taken, as had been done with the Crow's Nest Pass Ry., to secure running powers from the Co., so that, if the G.T.R. wanted to get into Manitoba, the Government would grant it running powers over the new line, & it could put on its trains at Port Arthur & run them through to Winnipeg, there making connection with lake navigation. If this was not done, the Liberal Association was at liberty to call for his resignation from the Government, & they would get it.

Michigan Central.—In our last issue, pg. 263, we mentioned a rumor that this Co. would ask the Dominion Government to deepen Kingsville harbor, with a view to run boats from Sandusky to that town, the M.C.R. promising to extend its railway from Essex to Kingsville, 15 miles. We have been officially informed that the rumor has no foundation whatever, & that the M.C.R. has never had any intention of extending the Canada Southern to Kingsville or developing the harbor at that point. There are evidently some real estate boomers at work in this connection, as a similar unauthorized statement has been going the rounds of the daily press in regard to the G.T.R.

Midland of Nova Scotia.—As foreshadowed in our last issue, disagreement as to the route of this line from the crossing of the Shubenacadie River to Truro, has been settled. The town of Truro voted a bonus of \$30,000 & the adjoining municipality voted \$6,000 on condition that the road be built via Clifton. On the other hand, the people of Windsor, New Glasgow, & the Stewiacke district wanted it to go via Brookfield & the Stewiacke Valley. The Provincial Engineer informs us the Clifton route has been decided on. Grading between Windsor & the Shubenacadie was nearly completed last fall. It is said some preparatory work will be done on the Truro end during the winter by the sub-contractors O'Brien & Sutherland. The piling at the crossing of the St. Croix is nearly completed & will be finished &

the concrete work gone on with in the spring. A temporary wooden trestle will be put up for construction trains. It is expected the whole line from Windsor to Truro, 57½ miles, will be completed this year. (Dec. '98, pg. 263.)

Northern Pacific.—The opening of the Souris River branch in Manitoba, was celebrated Dec. 23 by the Co. giving a free excursion to Winnipeg for settlers along the branch. About 1,600 availed themselves of the privilege, & were conveyed to & fro in 2 special trains. It is said they spent about \$25,000 in Winnipeg in purchases, &c., a good proof of their prosperous condition. Trains are now running regularly between Belmont & Elgin, about 40 miles. A few miles more have been completed & it is expected the line will be extended to a connection with the C.P.R. Souris section this season. (Dec. '98, pg. 263.)

There have been a good many rumors about further extensions of the system in Manitoba this year, but nothing official has been announced. One very persistent rumor is that the Co. will build from Portage la Prairie westerly, keeping between the main line of the C.P.R. & the M. & N.W.R.

The C.P.R., at the request of the Manitoba Government, has agreed to a switch being put in near Methven to connect the Brandon branch of the N.P. with the C.P.R. southwestern branch.

Ontario & Rainy River.—The grading on F. E. Fauquier's contract for the 1st 20 miles of this line from Stanley west, is expected to be finished early next spring. No track has been laid yet, & the Kaministiquia bridge has not yet been decided on. The line is located from Stanley for 30 miles up the Kaministiquia & Mattawin Rivers, crossing the Kaministiquia 5 miles above Stanley & following up the south side of the Kaministiquia & Mattawin. A trial line is being run up the Shebandowan River, & north of Lake Shebandowan, & a survey party is working from near the head waters of the Atikokan River towards the Shebandowan. Two other survey parties, which started back to back near Mine Centre, are working east towards the head waters of the Atikokan & west to the Rainy River district, & a third party is working from the present terminus of the Manitoba & South-Eastern Ry., easterly towards the Rainy River district. It is said the Co. will endeavor to get the Dominion Government aid increased to \$6,400 a mile next season.

Ottawa & New York.—In 1897 track was laid from from the Canada Atlantic Jct. (Hawthorne) to the G.T. Jct. near Cornwall, 50 6-10 miles, of which 12 were ballasted. The year 1898 ended with a mileage in Canada of 56 85-100 from the C.P.R. Jct. on its Montreal & Ottawa short line, to the International Boundary near Cornwall, all of which is complete in grading track & ballast, also all fences, telegraph line, sign boards, &c. The bridge over the north channel of the St. Lawrence river & the Cornwall canal has been completed. The New York & Ottawa Ry. in New York State, from the International Boundary to Moira, 15 15-100 miles, is all complete & under operation, except the wrecked portion of the bridge over the south channel of the St. Lawrence. The Collins Bay Rafting Co. succeeding in taking out part of one span from the bed of the river & moved the centre span down stream about 1,000 ft., where it swung round lengthwise with the stream, so that there is no danger of a flood being caused. (Dec. '98, pg. 263.)

Pembroke Southern.—The 21 miles of this line from Pembroke, Ont., on the C.P.R., to Golden Lake, on the O.A. & P.S. was opened for traffic Jan. 2. It is said the line will be extended about 50 miles through the counties of Renfrew & Hastings, crossing the Irondale, Bancroft & Ottawa, about 10 miles east of Bancroft & running to St. Ola, on

the Central Ontario Ry., 12 miles from that Co.'s terminus at Coe Hill, thus completing a direct line to Trenton on Lake Ontario. The P.S. Co. is said to expect that the G.T. R. will extend its Peterboro'-Lakefield branch to connect with it at St. Ola, thus considerably shortening the distance between Toronto & Pembroke. We are informed nothing is known of this by G.T. officers in Montreal. (Dec. '98, pg. 263.)

Prince Edward Island.—The 1,000 tons of 50 lbs. steel rails, for which tenders were invited some time since to be delivered at Charlottetown in June next, are to relay a section of 3 miles on the branch between Mount Stewart & Georgetown, & a section between Mount Stewart & Morell, both of which are now laid with 40 lbs. iron.

The Charlottetown Board of Trade at its recent annual meeting appointed a committee to memorialize the Government to replace the station there by a more modern structure.

Quebec Bridge.—The time for receiving tenders has been extended to Mar. 1 next. (Oct. '98, pg. 206.)

Restigouche & Western.—Ten miles of this line from Campbellton, N.B., to Glencoe, have been finished & have been inspected by the Dominion & N.B. government inspectors, but will not be operated this winter. The engineer, C. L. B. Miles, will continue surveys during the winter, & hopes to locate some 50 miles by May 1. Construction will be started again early next spring, & it is expected to build 40 to 50 miles this year, when the whole of it will be operated by contractors Malcolm & Ross. The line as projected will be about 120 miles long & after crossing the Edmundston section of the C.P.R. at St. Leonards, will connect with the Bangor & Aroostook. The present equipment is for construction purposes only & consists of an engine & 10 platform cars. (Nov. '98, pg. 238.)

There are some magnificent water powers in the country tributary to the new line. Grand Falls has 80,000 horse power, & is owned by Sir Wm. Van Horne, U.S. Secretary Alger, U.S. Senator Proctor & others. Aroostook Falls, about 25,000 h. p., is owned by Miller & Hunt, of St. John, N.B., & Halifax. The Tobique Narrows, about 17,000 h. p., when fully developed, has a tremendous amount of spruce near by. C. L. B. Miles, C.E., & others are applying for incorporation by the N. B. Legislature, as the Tobique Narrows Pulp & Lfg. Co.

Rutland Canadian.—The extension from Burlington, Vt., north to Rouse's Point, N.Y., mentioned in our last issue, is to be gone on with at once. J. W. Burke, C.E., Rutland, Vt., has called for tenders to be in by Jan. 31, for the grading, masonry & tracklaying on about 50 miles, including main line & sidings. The work includes 450,000 cubic yards of rubble stone embankment in Lake Champlain, 10,000 c. y. of solid rock excavation, 2,000 c. y. of bridge masonry & light quantities of earth excavation, embankment & masonry for about 50 miles. The Co. will furnish construction trains at a fixed price; also ties, rails, splices, ballast pits & spur track to quarry & will erect bridge superstructures. Work must begin within a week after the signing of the contract, & must be completed by Sep. 1 next. (Dec. '98, pg. 263.)

Spokane Falls & Northern.—The U.S. Senate has passed a bill authorizing the Kettle Valley Ry. Co. to build a branch of the S. F. & N. through the Colville Indian reservation to the International Boundary.

Toronto, Hamilton & Buffalo.—Hamilton City Council has agreed to give the Co. a rebate of \$1,000 a year on its taxes on condition that it build a spur line to the factories, &c., in the n. e. part of the city.

Thunder Bay, Nipigon & St. Joseph.—A charter has been applied for for this proposed