

(May, pg. 65; June pg. 99; July, pg. 122; Aug., pg. 151.)

Manitoba & Southeastern.—Tracklaying commenced Sep. 1, & it is expected from 30 to 40 miles will be laid this season, to the vicinity of St. Anne's. Grading will likely be done to a point about 60 miles southeast of Winnipeg. The season has been unusually wet, & a good deal of the land traversed is low-lying, which has delayed operations somewhat. (May, pg. 65; June, pg. 100; July, pg. 123; Aug., pg. 151.)

Midland of Nova Scotia.—It is expected grading from Windsor to the Shubenacadie River, 40 miles, will be completed by Nov. & that the bridge over the St. Croix River, a few miles from Windsor, will be completed this year. The bridge over the Shubenacadie River will not be completed till next summer. Grading from Truro to the bridge, 20 miles, will be well under way before the ground freezes up. Tracklaying will not be started till next spring & it is expected the line will be open for traffic next summer. The Five Mile division is somewhat expensive work, owing to the zig-zag course of the stream, which will be diverted to avoid a good deal of bridging. The filling of Burton's Lake, 400 ft., is tedious work, owing to the want of a bottom. The Five Mile River & Kennetcook valleys, through which the line is being built, are good agricultural districts, as well as the western portion of the line. The valleys are thickly inhabited on each side of the road, & thrift & comfort can be seen among the farmers. The Chief Engineer is C. J. Fowler. W. G. Reid, of Montreal, is the contractor, & has sublet the work.—(April, pg. 40; June, pg. 99; July, pg. 122; Aug., pg. 151.)

Ontario & Rainy River.—This line, 20 miles of which are under construction, leaves the P. A., D. & W. Ry. at Stanley, crosses the Kaministiquia at Kakabeka Falls, & will follow the south bank of the river to its junction with the Mattawan, then along the Mattawan valley, through the Mattawan iron range & south of the Shabendowan. (Aug., pg. 151.)

Pembroke Southern.—It is said that this line, which runs from Pembroke, Ont., to Golden Lake, on the O. A. & P. S., has been completed. (July, pg. 122.)

SHIPPING.

Richelieu & Ontario Navigation Co.

At a meeting of directors Sept 7, a contract was given for placing new boilers in the steamer Quebec during the winter. It is expected this will enable her to make better speed. President Forget reported on his recent trip to the Lower St. Lawrence, & the steps that should be taken to increase passenger travel in that direction. He said the volume of travel was simply limited by the hotel accommodation. The resident summer population could be increased a hundredfold if cottages were provided. The Board authorized the enlargement of the Co's hotel at Tadousac, work to be commenced forthwith. The rooms, at present numbering 140, will be increased to 250. The ball, smoking & dining-rooms will be doubled in size. It was decided to purchase 40 acres adjoining the hotel for golf-links. The Co. will co-operate with G. Warren in erecting a summer hotel at Murray Bay. It will contain 58 rooms, & will be ready next season. The Co. has been approached about building a summer hotel at Kingston, but is said to have refused to entertain the scheme.

Capt. T. Wilson, Managing-Owner of the Wilson Transit Line, Cleveland, Ohio, & an ex-President of the Lake Carrier's Association, early in September wrote a long letter to the Marine Record, of Cleveland, complaining of treatment he & a party of friends received on a recent trip from Montreal to Chicoutimi & return on the R. & O. Line. He travelled below Quebec on the steamer Caroline & speaks of the accommodation provided as miserable, and also makes charges against the Purser in regard to the state-room accommodation. If Capt. Wilson's statements are true he was compelled to pay a second time for the rooms. Thinking there might be another side to the case we communicated with the Traffic Manager, but have not been treated to the courtesy of a reply. In the absence of full & satisfactory explanations by the Co. Capt. Wilson's charges will be accepted as correct.

The steamer Toronto, now being built by the Co., had a narrow escape from destruction Sep. 2, owing to a serious fire at the foot of Bathurst St., Toronto, where she is moored. Practically no damage was done to her. It is

said her trial trip will be made in October. The contract for the Kingston, which it is proposed to build as a sister boat to the Toronto, has not yet been awarded. The probability is that the matter will stand over until after the Toronto's trial trip.

A Toronto paper recently stated that this Company had decided to have 3 additional steamers built for next summer's business; 2 of them to be built in Montreal, for the Montreal & Quebec route, & a third in Toronto, for the western trade. President Forget informs us that there is no truth in the statement that 2 boats are to be built in Montreal.

On Sep. 12 the Co. put a cut-rate in effect by the steamer Hamilton, to meet the competition by the propeller service on the Ocean & Persia. The rates from Montreal to Toronto by the Hamilton were \$8 single and \$15 return. This has been changed to \$6 single & \$10 return, including meals & berths. This rate applies to the Hamilton only, and not to the mail boats & the western service.

The Co. withdrew its daily service between Montreal & Toronto Sep. 15, substituting a tri-weekly one. The double service to the Saguenay was discontinued Sep. 17, since which steamers have been leaving Quebec Tuesdays and Saturdays.

It is said the Co. will continue its service among the Thousand Islands next summer, & that it will purchase U.S. boats, so as to be able to parallel the American Line between Alexandria Bay & Cape Vincent, & the Fifty Mile Rambles. It is proposed to put a better boat than the Richelieu on the Cape Vincent route next year.

Office of the Quebec Bridge Company (Limited.)

QUEBEC, September 29th, 1898.

Sealed proposals for the construction of a combined Railway and Highway bridge across the River St. Lawrence, near Quebec, will be received by the undersigned, until noon, Monday, January 2nd, 1899.

Forms of tender, with circular of conditions, specifications, &c., can be had on application to the undersigned.

The Company does not bind itself to accept the lowest or any tender.

ULRIC BARTHE,
Secretary.

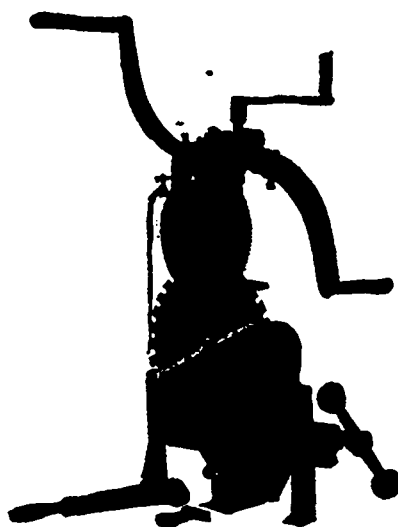
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