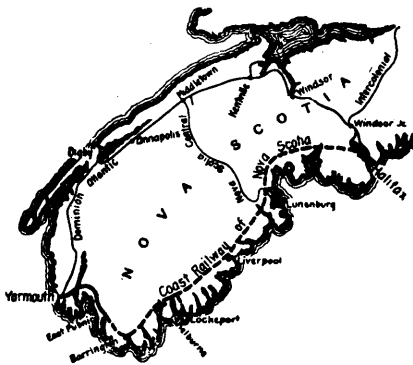


### Construction & Betterment Notes.

**CANADA ATLANTIC & O., A. & P. S. RY.**—The new car shops in Ottawa East will probably be re-commenced about May 1, & about the same date work will begin on the Central depot. The O., A. & P. S. Railway Company is at present building several large warehouses at Parry Sound for the storage of goods consigned to lake points. Two of them will be 80 x 600 ft. One is to hold packages from lake points to be shipped east, & the other for goods consigned to western lake points. President Booth states that work on the new station & the car shops will likely be begun as soon as the work at Parry Sound is completed.

**THE COBOURG, NORTHUMBERLAND & PACIFIC** is to be built from Cobourg, Ont., to Tweed, it is said, at once, the contract having been let to C. H. Bower. Cobourg will be the headquarters & base of supplies.

**COAST RY. OF NOVA SCOTIA.**—L. H. Wheaton, Chief Engineer, Yarmouth, N.S., states that surveys have been commenced for the extension from Lockport toward Halifax, 2 corps of engineers being in the field working in both directions. As soon as the line is located contracts will be let & grading will begin. The road is projected to run from Yarmouth to Halifax, following the south coast of Nova Scotia. Thirty-one miles are in operation from Yarmouth to East Pubnico, & 20 miles additional are under construction, the work being well advanced. The location is completed to Lockport, 97 miles from Yarmouth. An amendment to the charter has



Coast Railway of Nova Scotia.

been secured providing for a branch from Liverpool to the northern part of Queen's county, to take the place of the proposed N. S. Southern Ry., whose charter expired December last. It is expected to have the road completed & ready for operation to Lockport by the close of this year, & to have considerable work done on the line between the latter place & Halifax. Financial arrangements for completing the entire line have been made, & free right of way has been secured for the entire distance. The contractor is the Nova Scotia Development Co., of Philadelphia, Pa. T. Robertson, Yarmouth, N.S., is President of the Railway Co.

**THE DEPARTMENT OF RAILWAYS** has issued a circular to railway & bridge companies stating that in view of the increasing weight of locomotives, & the conversion of branch lines into trunk lines, railway bridges, the construction or alteration of which may be projected, must be designed and proportioned, in order to satisfy the requirements of the Department, for not less than a class 2 engine loading, as indicated in the departmental specification of 1896.

**GREAT NORTHWEST CENTRAL.**—It is said on good authority there will be no extension of this Manitoba line this year, the Dominion Government having decided not to subsidize any roads this year. The Imperial Privy

Council has not yet given a decision in the famous G.N.W.C. case, but simply outlined in what was erroneously reported as a judgment what their finding would be along certain lines. The latter included the payment of sub-contractors' claims. The English bondholders & Contractor Charlebois were to come together & arrange matters. This they failed to do, as the English bondholders would not meet the demands of Mr. Charlebois, regarding them as too excessive. The bondholders then settled with the sub-contractors, paying their claims, amounting to \$160,000, now control the road, & have asked for the suspended judgment of the Privy Council, which may be expected any day.

**THE LOTBINIERE & MEGANTIC** is building a wharf 160 ft. long at Cap la Roche, Que., to facilitate the shipping of pulp wood, bark, &c., from that section.

**THE MANITOBA & NORTHWESTERN** is repairing & extending the stockyards at Portage la Prairie. The company is looking forward to a great expansion in its live stock freight.

**MIDLAND.**—Fitzpatrick & Co., of New Glasgow and Windsor, N. S., are said to have been awarded a contract for building this line from Windsor, via South Maitland & Brookfield, to Truro, N.S., 60 miles. W. Strachan, Montreal, is president of the Co., which was incorporated by the Nova Scotia Legislature in 1896, with powers to build from Windsor via Maitland & Clifton to the Intercolonial at a point between Truro & Stewiacke, thence to Eastville, with extensions & branches to coal & iron fields & shipping ports. In 1894 a Dominion subsidy was granted of \$3,200 a mile for 90 miles, from Newport or Windsor to Truro, or to a point between Truro & Stewiacke, & from a point on the railway to a point at or near Eastville, & from Eastville, through the valley of Musquodoboit River, towards a point on the Dartmouth branch of the Intercolonial, in lieu of a subsidy authorized in 1892; also for a railway bridge over the River Shubenacadie, a subsidy of 15% on the value of the structure, the total of the subsidies not to exceed \$300,000. The Midland Ry. Co. having applied to the Department of Railways, was admitted to contract for these works on July 30, 1896; the date for completion being fixed as Aug. 1, 1898.

**THE MONCTON & BUCTOUCHE** will put in a draw in the big railway bridge which spans the river at Buctouche. This has been ordered by the Dominion Government on representations by people of Buctouche & vicinity that it is in the interests of shipping in Buctouche harbor. It will probably cost \$2,000 to \$3,000.

**NEWFOUNDLAND, NORTHERN & WESTERN.**—W. D. Reid, son of R. G. Reid, who has taken over this line, states it will be formally opened between Port au Basque & St. John's, Nfld., about June 1.

**THE NORTHERN PACIFIC** will fill in a large number of bridges on the Manitoba division this year.

**PEMBROKE SOUTHERN.**—W. Russell & Co. have a contract for building this line from Pembroke, Ont., to Golden Lake, where it will connect with the Ottawa, Arnprior & Parry Sound Ry.

**THE PORT ARTHUR, DULUTH & WESTERN.**—Superintendent Thompson wrote us Mar. 21: "The construction of a branch of about 3 miles from a point on our line near Stanley, 17 miles from Fort William, to Kakabeka Falls is contemplated, but no arrangements have been made, as yet, to start work on it." Kakabeka is one of the most beautiful falls on this continent, & has immense power, which there are strong hopes will be utilized ere long.

**THE RESTIGOUCHE & WESTERN** has completed arrangements for building the first 20 miles of the line. Malcolm & Ross are the contractors, & C. L. B. Miles is Chief Engineer. The road will be from the I.C.R., at Campbellton, N.B., to the St. John River at Grand Falls or St. Leonards, at either of which it connects with the C.P.R.; at St. Leonards also with the Bangor & Aristook Ry. By bridging the Restigouche at Campbellton, it will connect with the Atlantic & Lake Superior to Gaspe. There will be 110 miles to build, through heavy timber, spruce & cedar, in abundance, & some fine tracts of farm lands, on ridges covered now by a wealth of rock maple.

**WINNIPEG TO LAKE SUPERIOR.**—A Winnipeg telegram, April 12, says:—An arrangement has, it is said, been come to between Premier Greenway & Wm. Mackenzie, Toronto, who controls the Ontario & Rainy River & South Eastern Ry. charters, under which another line between Winnipeg & Lake Superior will be built, by which Manitoba, to secure competition with the C.P.R., will guarantee the bonds of that portion of the road lying within the Province—about 100 miles, & extending from Winnipeg to the Lake of the Woods—to the extent of \$8,000 a mile. This guarantee, it is expected, will enable the Co. to float its bonds at par on the London market. The South Eastern charter carries a Dominion land grant of 6,400 acres a mile. An announcement is expected in the Legislature in a few days.

**GRAND TRUNK OFFICES.**—Last autumn negotiations were commenced between Montreal City Council & the G. T. management, relating to the movement of the Co's general offices from Point St. Charles to the central part of the city. Mr. Hays offered that the Co., if given the upper part of Victoria Square, as a free site, with tax exemption would erect a handsome office structure there. This proposition did not meet with the approval of the Council, who offered St. Anne's Market site instead. Recently Toronto civic authorities have been urging the removal of the offices to Toronto, urging that it is more in the centre of the G. T. system than Montreal, but they have not made any offer, Mr. Hays having stated that he could not consider any proposition while negotiations with the Montreal City Council were pending. It appears settled that the Victoria Square site will not be given. Whether Mr. Hays will accept the St. Anne's Market, or some alternative site, remains to be seen. Our own impression is that matters will be arranged between Montreal & the Co., & that Toronto's chances of securing the offices are, to say the least, remote.

### Personal Mention.

W. H. Miles has been appointed Live Stock Agent for the C.P.R. Western Division.

Eugene Flynn, of Montreal, once well known as the G.T.R. detective, has gone to jail for 6 months for brutally assaulting a woman.

J. M. Egan, formerly General Superintendent of the C.P.R., Western Division, is now Vice-President of the Central of Georgia, with headquarters at Savannah.

W. F. Anderson, formerly of the C.P.R. audit office in Winnipeg, has been appointed travelling passenger agent for the Co. in the Kootenay District of B.C.

E. Pennington, Superintendent of the Minneapolis, St. Paul & Sault Ste. Marie, has been appointed General Superintendent, with headquarters at Minneapolis, Minn.

W. K. Snider, a well-known conductor on the G.T.R., died at Windsor, Ont., April 5, & was buried at Fergus. He was favorably known as a revivalist & lecturer.