

with Kettle River, a south-easterly course is taken to Meyers Creek, & passing south to the big mountain that rises at the junction of Meyers Creek & Kettle River, the former stream is followed down to Jackson's ranch, thence to Midway, about 4 miles. The original survey line will be pretty closely adhered to.

It is also said that surveys are to be begun soon for a spur from a point on Brown's Creek, the north fork of Kettle River, to run to Pathfinder mountain, on the east side of the river. The Pathfinder mine is a shipping basis for ore & a number of promising mining properties in the vicinity are to be developed.

Spur from Rossland.—A report has appeared in some papers to the effect that a spur is being built from Rossland, B.C., to connect the C.P.R. with the Great Northern Ry. (U.S.A.). This is evidently incorrect, as we are advised from the C.P.R. head offices in Montreal that nothing is known of the matter there.

Duluth, South Shore & Atlantic.—Contractor M. J. Peppard, of Minneapolis, is reported to have commenced grading on the extension from Newtonville, Mich., to Greenland, about 65 miles. (Sep., pg. 267.)

Railway Construction in Manitoba.

The railway mileage in Manitoba will be increased considerably this year, the work under contract for completion before winter sets in exceeding 300 miles. Some of the lines under construction will in the no distant future form sections of important systems, & their progress is being watched with much interest by the people. For instance, there is the Canadian Northern with two objective points, the one Fort Churchill, on Hudson's Bay, & the other Prince Albert, through the fertile Saskatchewan valley, & ultimately, no doubt, the Pacific coast. Then there is the Manitoba & Southeastern, which will form part of the new line to Lake Superior, & furnish additional transport facilities for the annually increasing wheat traffic, besides opening up & materially assisting in developing the mineral & agricultural districts of north-western Ontario. The Northern Pacific, too, is reaching out into the wheatfields of central Manitoba by the extension of its Portage la Prairie branch with an objective terminal yet undetermined. The C.P.R. McGregor-Varcoe branch will connect with the Great Northwest Central, & ultimately extend well into the Territories. The C.P.R. Reston branch, now being extended to the Moose Mountain region, is an important colonization road, & its construction has already attracted hundreds of settlers to the country which it traverses & also stimulated the old settlers to largely increase their agricultural enterprises. The Snowflake & Waskada branches, in southern Manitoba, will fill a long felt want in the respective districts by giving convenient transport facilities to the large number of farmers settled there. The construction of the Gilbert Plains branch of the Canadian Northern will in a like manner benefit the settlers living west of Dauphin. Should the influx of immigration continue to be as great as it has been this year much railroad building will have to be done every year to keep pace with the settlement & development of the country, & railway contractors believe there are equally as good times in store for them as there appear to be for all other classes of people. The lines now under construction in the province, which are expected to be completed & ready for operation this fall, are as follows:

	Miles.
C.P.R., Bonnett Lake branch.....	10
" Snowflake branch.....	17
" Waskada branch.....	20
" McGregor-Varcoe branch.....	30
" Pipestone branch.....	50

Manitoba and Southeastern.....	50
N.P.R., Portage extension.....	25
" Lake Manitoba branch.....	8
Saskatchewan and Western extension.....	3
Great Northwest Central extension.....	20
Canadian Northern extension.....	75
" Gilbert Plains branch.....	25

333

The above, added to the present mileage, will make 2,200 miles of railway in Manitoba, a remarkable showing when it is remembered that 19 years ago there was not a rail west of the Red River.

Surveys, Construction, Betterment. &c.

Algoma Central.—J. Conmee, M.L.A., who has the contract for the Michipicoton branch of this line, says every effort is being made to construct the 12 miles between Michipicoton Harbor & the Lake Superior Power Co.'s iron mine before navigation closes. (Sep., pg. 267.)

The U.S. Commercial Agent at Sault Ste Marie reports as follows:—"The Algoma Central Ry., which is one of the roads granted a subsidy of \$3,200 per mile by the Canadian Government, is to run from Sault Ste Marie, Ont., northerly to Dalton on the C.P.R., about 160 miles, with a branch from Dalton southwesterly, about 40 miles, to Michipicoton, a harbor on Lake Superior. The Lake Superior Power Co. owns the franchise, & I am informed that the branch running from Lake Superior to Dalton, on the main line of the C.P.R., is under construction, & that it will be completed as far as the Helen hematite iron mines, about 12 miles, by Nov. 1, & the balance of the branch will be completed next summer. It is understood that the Ontario government has promised an additional land bonus of 6,400 acres a mile. The country through which this road runs shows outcroppings of minerals, principally iron & copper, with some gold, & it is expected that valuable mines will be developed. The ore of the Helen mines is brown hematite iron, & is claimed to be very high grade. The Co. has done considerable development work, & claims that by the time the road is finished to the mines this fall, it will be able to ship 1,000 tons of ore a day. It is constructing large docks at Michipicoton for loading the ore into vessels. The same Co. also informs me that it has completed arrangements for building large smelting works here, for treating all kinds of ores (said to be by a new electrical process), to be completed within a year. The stock of this Co. is owned principally by citizens of the U.S."

Atlantic & Lake Superior.—A London, Eng., correspondent writes:—"In a previous letter I referred to the re-construction of the Canadian Steamship Co., whose steamer, the Paspebiac, had such an eventful voyage on her first & only trip under the management of that Co. I also referred to the Bagnall Oil Co. as being largely interested in the forming of the new company. It is now announced that the Bagnall Oil Co. have secured from the Dominion & Quebec governments guaranteed subsidies of \$10,000 on every mile of the new railway which is to connect the Canadian oil fields with the A. & L.S.Ry. The Chairman of the Bagnall Co. has been given power to reorganize the A. & L.S.Ry., & the Quebec government will guarantee 4% on the million sterling worth of debentures the new board will be empowered to issue. The guarantee will hold good until 1915. I am also told that the Dominion government is building wharves at Paspebiac to make the harbor suitable for oil vessels. The Bagnall Co. has made a large purchase of property adjacent to its present holding in the Manchester ship canal dockyard. A line of steamers will be put on between Milford Haven & Paspebiac." (Sep., pg. 267.)

Canada Atlantic.—The filling in of the big ravine at the Rideau yards, Ottawa, is about completed. The filling in of this patch of waste land increases the area of the yards by about 40 acres, as before the work was done the land was too low & swampy to be of any value. (Aug., pg. 235.)

The Co. is doing considerable building in Ottawa. A three story wooden building is being erected at the foot of Elgin street for small stores. A large 2½ story building is under way at Ottawa East, to contain the general stores, mechanical office, instruction office & men's dining room. Ten stalls are being added to the round house & the machine shop is being extended 150 ft. (July, pg. 208.)

Canadian Northern.—Some 700 men, among whom are many Galicians & Doukhobors, are at work on the main line extension from Cowan, last year's terminus, which is 154 miles from Gladstone Jct., where the line connects with the M. & N. W. R. Track has been laid to Swan River, grading is being done at Birch River, & right of way is being cleared to the north of Bell River. Stations have been located at Favel, Swan & Woody rivers. If the weather is favorable it is hoped to complete the line this season about 70 miles beyond Cowan. It will not be possible to reach Red Deer Lake as was expected at the commencement of the season. (Aug., pg. 235.)

Work has been started on the 25 miles branch from Dauphin unto the Gilbert Plains. (Aug., pg. 235.)

The reeve of St. Laurent municipality states that assurances have been given that the C.N.R. will build along the east shore of Lake Manitoba & that a start will be made next year. (June, pg. 175.)

Stations are to be built this season at Ogilvie, Valley River & Fork River.

The yards at Dauphin are to be improved at once by the erection of a 6 stall stone & brick round house & shops.

Central of New Brunswick.—It is rumored that work on the extension of this line from Chipman to Gibson is to be started at once, but no definite information is obtainable. (Aug., pg. 235.)

Coast Ry. of Nova Scotia.—It is reported that the extension of this line to Barrington is about completed, & that a contract has been let for a further extension to Clyde. (Aug., pg. 235.)

The Combined Mining Co. is building about two miles of railway to connect its mine with its mill on the shore of the Lake of the Woods. A locomotive has been purchased & will be towed from Rat Portage on a barge.

The Dominion Atlantic will build an improved station at Digby, N.S., to be completed by next summer.

The Dominion Iron & Steel Co. will shortly have under construction a branch line beginning near the Whitney pier at Sydney, N.S., & running along the shore line.

Edmonton Bridge.—The highest water ever seen in the North Saskatchewan was during the third week in Aug. The concrete piers for the railway & traffic bridge between South & North Edmonton, Alta., built by the Dominion Government, are reported not to have been damaged, but the water went 6½ ft. over the bridge seats of the piers, & had the superstructure been in position it would undoubtedly have been carried away. The Minister of Public Works therefore decided to have the piers raised 8ft., which is now being done.

In the discussion of the estimates at the recent session of the Dominion Parliament, when \$13,000 was voted for the completion of this bridge, the Minister of Finance stated that the amount of the contract was \$46,332; freight from Montreal to Edmonton \$11,000; superstructure contingencies \$2,668; total