

Louisville Terminal, first as Superintendent & later as Receiver. Two years additional were spent as Fuel Agent & Chief Clerk to the General Superintendent of the Chesapeake, Ohio & Southwestern, & for the past five years he has been General Manager of the Breckenridge Cannel Coal Co., & of the Breckenridge Short Line, both mines & railway being now abandoned.

Swiftly as Lord Roberts advanced from Bloemfontein to Pretoria, & great as was the destruction wrought by the Boers, the repair of the railway kept pace with the forward march of the main army. The man who was responsible for this herculean feat, whose foresight & energy helped to make it possible, was the French-Canadian Major Girouard, best known, perhaps, as Director of Egyptian Railways. Of him Walter Kingsley writes in the Daily Express:—"He is a lesser Kitchener, but near to him in organizing power & relentless, unswerving execution of great designs. He is less taciturn than the former Sirdar, & in his amiability lies, it may be, his chief difference from Lord Kitchener." He has made a special study of the question of army transport, & it was a little pamphlet of his, showing how England could be defended from invasion by a military coast railway line, that is said to have first attracted Lord Kitchener's attention to him, and led to his appointment on the Egyptian war staff. "His name is a household word in Capetown," remarks Mr. Kingsley. "His wonderful energy, his contempt for red-tape, his political far-sightedness, his engineering skill, have made him into a kind of mechanical hero, from whom nothing, however wonderful, causes surprise. 'Oh, Girouard will see it through somehow!' closes many an argument on railway transport."—Canadian Gazette."

Richmond Locomotives.—A recent issue of the "Jernbanebladet," a railway journal published in Sweden, reports that the 20 in. & 31 in. x 24 in. two-cylinder compound 10-wheeled freight locomotives, which the Swedish State Railways purchased from the Richmond Locomotive Works during 1899, are so satisfactory that the Railway Administration has decided to adopt the Richmond system of compounding on its lines, & has ordered 29 compound engines of that type to be built in its own shops. This is a great achievement for American locomotives which are gradually working their way into all countries of the world.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska.—The Arctic Construction Co. has been organized at Skagway, to build the Chilcoot Pass R.R. from Dyea & Skagway north under Chilcoot Pass. A. B. Miller, Seattle, Wash., & H. O. Peterson, Skagway, are trustees. H. Schafer, Skagway, has the subcontract for 10 miles.

Algoma Central.—As stated in previous issues, J. Conmee has a contract for the first 20 miles of the main line from Sault Ste. Marie towards the main line of the C.P.R., Foley Bros. & Co. having a subcontract for the bridging. The Co. is doing its own track-laying, & has completed it for the first 19 miles to a point where a big trestle, taking some 1,250,000 ft. of timber, is being constructed. This structure is expected to be completed by the end of Nov. Starting from the end of the first 20 miles, Fauquier Bros. have a contract for grading 50 miles, & have the first 10 miles of it ready for the steel. The whole of the 50 miles is expected to be completed by the fall of 1901. From the end of the first 70 miles J. Conmee has the contract for the grading & bridging of the whole of the line to the connection with the Michipocoton branch, about 70 miles, & has sublet it to Foley Bros. & Co., who expect to complete it by the fall of 1901. The main line of the C.P.R. will be crossed somewhere between Windermere & Missanabie. It is the intention to extend the line on to James Bay as rapidly as circumstances will warrant, & President Clergue is credited with saying that in 5 years the Co. will be running through fish trains from Hudson's Bay to Chicago. About 30 miles of the main line from the Sault have been completed. (Aug., pg. 236.)

Porter Bros. have the contract for completing the commercial dock at the Sault, which was formerly let to the late J. McGillivray. (May, pg. 143.)

The rumor that the Co. had secured running rights over the C.P.R. bridge across the St. Mary's River probably arose from the fact that the Co. is hauling a quantity of material, which is being excavated at the power canal on the U.S. side, across the bridge, having undertaken to fill the approach to the bridge for the C.P.R. with this material. (Aug., pg. 236.)

The Michipocoton branch is already in operation from Michipocoton harbor to the

Helen iron mine, 12 miles. Another branch is being built from a point on the Michipocoton branch, about 9 miles from Michipocoton Harbor, northerly about 8 miles, to the Josephine iron mine, the contract having been given to J. Conmee, who has sublet it to Foley Bros. & Co. It is the intention to complete this extension before next spring. The point of connection between Michipocoton harbor & the main line has not been decided on, & will depend largely upon other mines which are to be developed, & for which purpose the Michipocoton branch is being built. Probably it will be at or about the point at which the Josephine branch starts from the Michipocoton branch. (Aug., pg. 236.)

The ore docks built by this Co. at its Michipocoton terminus are 750 ft. long, 27 ft. wide at the bottom & 18 ft. at the top, & 64 ft. high, running full length out into the bay parallel to the commercial dock. They support 12 ore pockets, each holding 50 tons. About 1,500,000 ft. of pine & spruce timber have been used in their construction. The commercial dock is 300x40 ft., & on either side vessels with a 20 ft. draught can tie up & be unloaded into the cars, which run from a switch out upon the pier. The railway track runs right alongside the crusher, so that the crushed ore can be loaded in cars ready to be shipped to the docks. About half a mile from the harbor are the yards, which, when finished, will hold 1,000 cars, & will contain repair shops, roundhouse, coal sheds. (Aug., pg. 236.)

It is stated that the Co. is having a permanent waggon road built from Michipocoton harbor to Grasset, on the main line of the C.P.R.

See also under heads "Manitoulin & North Shore Ry.," & "Ontario, Hudson's Bay, & Western Rys."

Bemidji, Minn., to Rainy Lake.—Articles of incorporation have been filed for a company whose object is stated to be to construct a road from Bemidji on the line of the Great Northern Ry. in Beltrami county, Minn., northeast to the International Boundary at Rainy Lake. The incorporators are officials of the Northern Pacific R.R. The Company proposes to build a bridge across the Rainy River into Ontario, & to build & operate a steamship line on Rainy Lake & its tributary waters, including the Lake of the Woods. The proposed line would form a continuation of the Brainerd & Northern Minnesota Ry., which is under Northern Pacific control.

Pipe Coverings - - Boiler Coverings

Fireproof Cement

THE

BOILER MICA COVERING

CO'Y, LD.

For
Particulars
Apply to

86-92 Ann St., MONTREAL, QUEBEC
90-100 King St. W., TORONTO, ONTARIO
24 Old Broad St., LONDON, ENGLAND