

SIR WILLIAM  
VAN HORNE  
AND THE  
CUBA RAILWAY

C. H. RIFF

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The capital of the Co. is \$8,000,000, divided into shares of \$50,000 each, which, it is said, has all been subscribed. The Co. first of all secured the Sabanilla and Noroto line, a military road working under a Spanish royal charter. An important point on the line is at Jucaro, on the south coast, where supplies are being landed and forwarded to the main line. A line will be constructed from Santiago, a distance of 80 miles, to Nipe Bay, where there is an excellent harbor, which will cut off 250 miles in the distance between Santiago and New York. The Co. will sell the surplus land and will encourage cattle, coffee and tobacco raising, etc.

JUNE  
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CUBA

menced on July 20. June, Pg. 11-12

**The Cuba Co.**—The railway projects to which Sir Wm. Van Horne and his associates have set their hands, and in which millions of dollars are involved will, it is said, be completed about next April. There are 3,500 men at work and more will be employed as soon as they can get labor from Spain. The men get \$1 a day of American money, and are well satisfied. By the date mentioned there will be some 400 miles of rail laid, which will include the main line and some branches. Sir William, on returning to Montreal from Cuba recently, said that he had never put his hand to a project in which he had met with less obstruction or opposition. There had been no demands, no blackmail; on the contrary, the projectors had the hearty good will of the people. This was something to be able to say. There was one person who had written to the newspapers complaining that the prosecution of the enterprise was a violation of the Foraker amendment, but even that small measure of opposition had ceased, and the work was being prosecuted without a murmur from the people, who appreciated what it meant in the way of development.

R. G. Ward, manager of construction of this Co., Ciego de Avila, Cuba, wants manufacturers and dealers in all kinds of railway supplies, apparatus, fittings, machinery, etc., likely to be used in the building and operating of railways, to send to him catalogues and descriptive matter of their different devices.

**Edmonton, Yukon and Pacific Ry.**—The contractor for the construction of this line

August 1901

The Cuba Co., it is reported, has a thorough understanding with the British financiers who control the other Cuban railways, in regard to the future working of the lines in the island. The Cuban Government will soon be established and will deal with any difficulties as to rates which may arise. The old stories about difficulties in the way of building the railway are again in circulation and Sir Wm. Van Horne, President of the Co., says:—"I have persistently denied these stories, but they as persistently crop up again. The work is progressing satisfactorily, we have 3,500 men employed and the construction portion of undertaking will be completed in eight or nine months. We haven't any more sickness amongst our men than would occur in any other works in America. Of course, our sanitary regulations are strictly enforced, and there are not any more men in hospital to-day than we had during the building of similar undertakings in the north."

ed a contact, this arm being actuated by a solenoid supplied with current from the bus wires.

(To be continued in next issue.)

## The Cuba Company's Railway.

By Weldon Barrett.

The project now being carried out by Sir Wm. Van Horne and his associates for the construction of a complete railway system throughout the length of the island of Cuba constitutes one of the most interesting and most daring railway ventures which have been presented in many years. The new system will embrace, all told, some 400 miles of track between Santiago and the port of Nipe, in the province of Santa Clara, and it is claimed that in influence upon industrial, agricultural and commercial development the new transportation system will be entitled to rank with the Transcontinental Railways of America, the Trans-Siberian Ry. of Asia, and the Cape to Cairo Ry. of Africa.

The present railway system of Cuba is entirely inadequate in bringing the extreme ends of the island together, Santiago and Havana being as far apart, in length of line, as New York and San Francisco, though separated by a gap of little more than 300 miles. To remedy this defect is the object of the new Cuban railway, and it is doubtful if any other enterprise will prove of such vast benefit to the island. Indeed, it is declared that no revolution could have existed in Cuba had such a railway been completed by the Spanish government. Not only will the possibility of future political turbulence be in a great measure eliminated, and the entire island opened to commerce, but land now unproductive and of practically no value will be worked. Moreover, the seaport towns will experience a wonderful impetus in their trade relations; for it is proposed to construct numerous branches extending from the trunk line to the seaboard.

From the standpoint of railway interests generally, however, perhaps the most interesting phase of the Cuban railway project is found in the peculiar obstacles which it has been necessary to overcome in its construction. Sir Wm. Van Horne had already organized a company with a capital in the neighborhood of \$10,000,000 when owing to the scandals growing out of attempted "franchise grabbing" on the island the U. S. Congress passed what is known as the "Fonner Resolution" prohibiting the temporary government of Cuba from granting any rights, concessions or franchises. So

its character Sir William and his associates presented the case to the Military Governor of Cuba, and he, after giving careful consideration to the matter, granted what are known as "reversible licenses" for crossing public roads which give promise that the military government will not interfere with the undertaking. Without this daring procedure the completion of the Cuban railway would assuredly have been delayed for several years.

As it is the Co. has had about 3,000 men at work from the time of the commencement of active operations, employing them in grading, building bridges and track-laying, and after the harvest of the sugar crop the force was increased to upwards of 6,000 men. The construction of the line has, because of the peculiar mountainous character of the country, presented many difficulties. Moreover, it has been necessary to devote exceptional care to the construction of bridges and tracks in order to provide against the rainy seasons of this tropical climate when water in torrents descends upon the roadbeds. The main line is, between 355 and 400 miles in length, extending from Santa Clara to Santiago, and is in every respect a first-class line, equal in all respects to the average line in America. The bridges, of which there are a great number owing to the volume of water which falls in the rainy season, are of steel construction, and the rolling stock and equipment are thoroughly up to date.

It is planned to construct as feeders to the main line feeders to the north and south coasts which will reach the ports of Nipe, Gibara, Baracoa, Sancti Spiritus, Santa Cruz del Sur, and Matanzillo. These branches will bring the aggregate length of the entire system to the neighborhood of 1,000 miles.

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As having a direct bearing upon the field in which this new railway enterprise is to operate, it may not be amiss to give a momentary glance to the public railways already in operation. There are, on the island, 17 separate systems of an aggregate length of 1,225 miles, although nearly all of these lines

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August 1902

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The present railway system of Cuba is entirely inadequate in bringing the extreme ends of the island together, Santiago and Havana being as far apart, in length of time, as New York and San Francisco, though separated by a gap of little more than 300 miles. To remedy this defect is the object of the new Cuban railway, and it is doubtful if any other one enterprise will prove of such vast benefit to the island. Indeed, it is declared that no revolution could have existed in Cuba had such a railway been completed by the Spanish government. Not only will the possibility of future political turbulence be in a great measure eliminated and the entire island opened to commerce, but land now unproductive and of practically no value will be worked. Moreover, the seaport towns will experience a wonderful impetus in their trade relations, for it is proposed to construct numerous branches extending from the trunk line to the seaboard.

From the standpoint of railway interests generally, however, perhaps the most interesting phase of the Cuban railway project is found in the peculiar obstacles which it has been necessary to overcome in its construction. Sir Wm. Van Horne had already organized a company with a capital in the neighborhood of \$10,000,000 when owing to the scandals growing out of attempted "franchise grabbing" on the island the U.S. Congress passed what is known as the "Foraker Resolution" prohibiting the temporary government of Cuba from granting any rights, concessions or franchises. So

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any one master controller desired. When this is done, current having been turned on to these bus wires from some one of the master controllers, all the various main controllers move, and obviously simultaneously, assuming different positions according to which of these bus wires be energized, and in doing so they in turn connect the motors into series or parallel, similarly to the hand-operated apparatus. It will thus be seen that any number of motors, mounted on various cars, can be simultaneously varied in speed by the operation of any one small master controller.

There are three systems now on the market, the Sprague, Westinghouse, and General Electric. The Sprague Company use a main controller, modelled somewhat after those built for hand operation, replacing the motor-man's handle by a small motor. The Westinghouse Company use an air cylinder, with a pinion and rack, in place of this small motor, controlling the admission of air to the cylinder, and thus the movement of the piston, by electrically operated valves. The General Electric Company divide the main controller into a number of separate switches, consisting of a movable arm, on the end of which is mounted a contact, this arm being actuated by a solenoid supplied with current from the bus wires.

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strictly was this resolution enforced that even the right to extend existing railways was refused, and it appeared at the outset as though any new enterprise which would find it necessary to use the public highways or even to cross them would be effectually blocked. However, Sir William did not propose to let his enterprise be balked, and therefore inaugurated a new method of railway building, namely, construction work without governmental sanction.

As a first step heavy purchases were made of land in the districts through which it was sought to carry the line. After the private right of way had thus been secured the line of the road was surveyed and graded and stations were erected at convenient points on the property owned by the Co. All this was in strict accordance with the rights of the corporation as a land owner, for there are over a hundred private railways on the large plantations of Cuba. Under this plan of construction no attempt was made to cross the public highways, and thus there were breaks in the railway line at every point of intersection with a public road.

Finally when the enterprise had progressed sufficiently far to afford a clear indication of its character Sir William and his associates presented the case to the Military Governor of Cuba, and he, after giving careful consideration to the matter, granted what are known as "revocable licenses" for crossing public roads which give promise that the military government will not interfere with the undertaking. Without this daring procedure the completion of the Cuban railway would assuredly have been delayed for several years. As it is the Co. has had about 3,000 men at work from the time of the commencement of active operations, employing them in grading, building bridges and track-laying, and after the harvest of the sugar crop the force was increased to upwards of 6,000 men.

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have their ownership vested in five companies which between them practically control the transportation situation on the island. The longest single system has a length of 417 miles. The cost of these 17 systems has been somewhat in excess of \$57,000,000, and the earnings amount to \$6,212,000. Three of the systems each show earnings in excess of \$1,000,000, and in the case of one system, the United Railways of Havana, the earnings exceed \$1,500,000.

The new Cuba Ry. is but one step in the enterprise which Sir Wm. Van Horne and his associates have evolved for the development of the natural resources of Cuba. Vast tracts of land have been purchased in the central and eastern provinces, including forests, pastures and first-class agricultural land. Upon these tracts it is proposed to establish colonies, giving the preference in every case to the best men in the construction gangs. During the construction of the roads the Van Horne syndicate has erected a number of saw mills in the timber areas for the purpose of getting out logs and lumber and ties for the use of the road, and as soon as the work of construction is completed it is proposed to turn these saw mills into private hands and organize companies to cut the timber for commercial purposes. The Van Horne Company is also encouraging immigration from Spain, the Canary Islands, Central and South American countries, and if the effect of the climate is not found to be injurious to Americans, colonies from the U.S. will be taken to Cuba.—*Railway and Locomotive Engineering.*

#### Per Diem Charges for Freight Cars.

The Secretary of the American Railway Association has issued a revised list of the railway companies on whose behalf per diem rate agreements had been signed and filed in his office up to June 30. The companies operating or controlled in Canada which have filed agreements are: Canada Atlantic, Vermont and Province Line; Canadian Pacific, Ottawa Northern and Western, Pontiac Pacific Jct.; Central Nova Scotia; Central Vermont; Dominion Atlantic; Duluth, South Shore and Atlantic; Esquimalt and Nanaimo; Grand Trunk; Cincinnati, Saginaw and Mackinaw, Detroit, Grand Haven and Milwaukee; Grand Trunk Western, Toledo, Saginaw and Muskegon; Halifax and Yarmouth; Intercolonial, Prince Edward Island; Michigan Central; Minneapolis, St. Paul and Sault Ste. Marie; New York and Ottawa, Ottawa and New York; Quebec Central; Rutland; Spokane Falls and Northern; Toronto, Hamilton and Buffalo; Wabash.

The Lake Erie and Detroit River Ry. in filing its agreement reserved the right to withdraw on giving three months' notice.

#### Recent British Columbia Legislation.

At the recent session of the B.C. Legislature the following acts were passed affecting transportation interests:

Amending the Vancouver and Westminster Ry. Co. Act of 1900.

Amending the Pacific, Northern and Omnipeca Ry. Act of 1900.

Incorporating the Victoria and Seymour Narrows Ry. Co.

August 1902

to build on the C.N.R., from a point at or near St. Charles on the Portage line south or southwesterly to township 2, range 6; thence westerly 68 or 70 miles as necessity may demand and circumstances justify. We have also completed arrangements to have constructed 15 or 18 miles from Beaver to a point on the Canadian Northern, northwest of Portage la Prairie, up to Gladstone. That's all we have arranged for definitely with the C.N.R., and as an aid to the Co. to secure that construction we give the usual guarantee of \$8,000 a mile, taking a mortgage upon the road and rolling stock as security for payment of interest and principal.

"With the C.P.R. we have not made any written agreement, but have been negotiating for some time and have practically agreed that it shall build 10 miles from the end of its Snowflake branch easterly, 18 or 20 miles westerly on the Waskada line, 10 or 12 miles from the end of what is known as the MacGregor extension and 42 miles northwesterly from Brandon to some point on the Great Northwest Central through the municipalities of Daly and Woodworth to range 29. We have practically agreed with the C.P.R. that the line from Brandon shall be constructed without any cost to the province. The Co. has, however, asked, and we have practically agreed to give it \$75,000 for extending the Waskada, the Snowflake and the Wellwood lines. We may be able to construct a little more, but we are going to have that constructed if it is at all possible to secure it."

finery was an absolute necessity, and would have a most beneficial effect.

#### The G.T.R. President's Visit.

Sir C. Rivers Wilson, President of the G.T.R., commenced his annual inspection of the system on May 21. He was accompanied by Lady Rivers Wilson, G. B. Reeve, General Manager; F. H. McCannan, General Superintendent; F. W. Morse, Superintendent of Motive Power; and J. Hobson, Chief Engineer. The first section covered was the Central Vermont, after which the party went to Portland. Sir Charles did not make any statement regarding the Co.'s intentions at Portland, but Mr. Reeve said the new elevator would be completed in Oct., and that the Co. expected to make contracts with two or three new lines of transatlantic steamships for the next winter season.

A start was made for Chicago on May 29, the train arriving in Toronto the same night. Replying to questions as to the Co.'s Portland developments, Sir Charles said: "Portland was a legacy left to the present management by their predecessors. Montreal is a summer port. It is a matter of business with us. We have to make returns to our shareholders. At Portland we have our own wharves, with the railways running to them, and a deep harbor and an open sea. We have ample facilities there, and they are our own. In Montreal we have not these facilities. I think that Montreal owes considerable to the G.T.R." Sir Charles was asked regarding a story to

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The capital of the Co. is \$8,000,000, divided into shares of \$50,000 each, which, it is said, has all been subscribed. The Co. first of all secured the Sabana and Noroto line, a military road working under a Spanish royal charter. An important point on the line is at Jacero, on the south coast, where supplies are being landed and forwarded to the main line. A line will be constructed from Sanicago, a distance of 80 miles, to Nipe Bay,

where there is an excellent harbor, which will cut off 250 miles in the distance between Sanicago and New York. The Co. will sell the surplus land and will encourage cattle, coffee and tobacco raising, etc. Some Cuban and New York people are threatening a legal fight over the matter, but Sir Wm. Van Horne, when the filing of General Lacret Morton's notice of opposition was brought to his notice, said: "Anybody can make a notarial protest against anything in Cuba, as in Canada, and there are apparently cranks in Cuba as well as here."

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#### President Shaughnessy Interviewed.

T. G. Shaughnessy, President of the C.P.R., returned to Montreal from England, May 26. In an interview he denied that there was any truth in the rumors of the consolidation of the C.P.R., the G.T.R. and the Richibucto and Ontario Navigation Co., "The advance in the price of C.P.R. stock," said Mr. Shaughnessy, "was likely due to the realization of the fact that it was probably the cheapest stock on the whole list of securities. The policy of the C.P.R. Co. has always been to allow the price of the stock to rise or fall upon its merits. There has been no manipulation, and the stock has to a great extent been regarded as an investment security. The stock is, therefore, passing away and more into the hands of thousands of individual investors."

Referring to the report that the Morgan-Hill interests had been endeavoring to obtain control of the line, Mr. Shaughnessy said he did not take any stock in it or in the report that Mr. Hill would become a director. "There are between 5,000 and 6,000 shareholders in the U.S.P.R.," Mr. Shaughnessy stated, "so that it would not be such an easy task to secure a controlling interest, as the individual shareholders would not be likely to part with their holdings except at a very good price."

Regarding the fast steamship question, Mr. Shaughnessy said there was nothing new, but the present was not an opportune time to try and establish such a service, owing to the high price of material. Mr. Shaughnessy said that some gear was entertained in England as to the effects of the U.S. steel industry, but he had pointed out while in England that Canada, as the result of the great steel works established in the Dominion, was likely to maintain British prestige. There was certainly, he thought, a great future for the Dominion in this connection.

When asked if it were likely that the C.P.R. would, as reported, take any steps toward the establishment of a silver-lead refinery in Canada, Mr. Shaughnessy said the matter had not been discussed, but he was much pleased to see that the government had decided to grant it a bounty. A Canadian re-

porter said this permission would not allow its policy to be hindered and the E involved in expensive lawsuits. A

year later the actions were abandoned, delegates who opposed the passing of the Ottawa, and those who supported it joined together in Winnipeg, and banded together against the act, peaking at Kildare, Man., June 10, 1901. Mr. Roblin referred to the proposed extension of railways within the province. He said: "What the government propose to do in the way of construction, I will say in a few words. It is not the policy of the government at present to build by the credit of the province or by the use of the funds of the province, lines that will be competing ones with the C.P.R.

olicy is rather to make such extensions in districts where the facilities are not there to be had, and to give the farmers have to pay for shipping grain to the convenience of a shipping point than that. We have now let contracts

## Rhodes, Curry & Co. Ltd., Railway and Street Cars

of all descriptions,

Special Cars for Coal, Ore,  
& Lumber, &c., with Ball-  
& Bearing Wheels, &c.

## Forgings, &c. A SCOTIA.

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designed and constructed by us and

Capacity	.....	1,300,000 Bushels
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## SPECIFICATIONS.

Jucros, on the south coast, where supplies are being landed and forwarded to the main line will be obstructed from St. Catharines, a distance of 80 miles, to Nine Bay, where there is an excellent harbor, which will off 250 miles in the distance between Santiago and New York. The Co. will sell the surplus land and will encourage cattle, coffee and tobacco raising, etc.

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#### Pasenger Traffic Matters.

Replying to questions as to the Co.'s Portland developments, Sir Charles said: "Portland was a legacy left to the present management by their predecessors. Montreal is a summer route, it is a matter of business with us. We have to make returns to our shareholders. At Portland we have our own wharves, with the railways running to them, and a deep harbor and an open sea. We have ample facilites and, they are our own. [Montreal] we have not these facilities. I think that Montreal owes considerable to the G.T.R."

Sir Charles was asked regarding a story to the effect that the G.T.R. working in connection with the Great Northern (U.S.A.) running west to the boundary district of B.C., and there connecting with the Vancouver and Victoria and Eastern Railway, the charter for which has been secured by J. J. Hill and MacKenzie and Mann, would find in this way a route to Vancouver and compete for business which the C.P.R. now secures. In reply he stated that he had no policy to announce regarding western traffic. The Co., with its 260 miles already had a transcontinental map, it was proposed to remain on friendly terms with those allies.

On the morning of May 31, the President left Toronto, visiting Stratford and Sarnia en route to Chicago, and on returning to London, the party visited London and Hamilton. At London Sir Charles said that since 1866, when the new management of the Grand Trunk took hold, the value of the stock had appreciated by nearly \$75,000,000, while the running expenses had been reduced.

From Hamilton the party went to Buffalo to visit the exhibition, whence Sir Charles and Lady Rivers Wilson went to New York. They sailed for Liverpool, June 12, on the S.S. "Ivy"

Four new fast trains have been added to the summer service on the Wabash through Canada. Two are eastbound and two westbound, a morning and evening train each day.

The principal feature of the summer time-table of the G.T.R. is the acceleration of the Toronto-Montreal train. It leaves Buffalo at 4:45 p.m., arriving in Toronto at 11:45 a.m., having taken 10 minutes later and reaching Montreal at 7:45 a.m., making the run from Buffalo to Montreal 441 miles in eleven hours. The eastern express leaves Windsor at 4:45 a.m. instead of 4:30 p.m., reaches Toronto two hours later than at present and runs through to Montreal. The through westbound service from Montreal to Toronto, via Hamilton, Niagara Falls, Buffalo, London, Detroit and Chicago, is to be excellent. The "International Limited" leaving Montreal as in the past at 9 a.m., has more speeded service between Montreal and Toronto, arriving in Toronto at 4:45 p.m., Buffalo at 7:45 p.m., Detroit, 9:30 p.m., and Chicago at 7 a.m. the next morning. The train therefore leaving Montreal at 8 p.m., daily, arriving at Toronto at 6:30 a.m., runs daily except Sunday, and the fast night train leaves Montreal at 10 p.m., running daily, instead of daily except Sunday, arriving in Toronto at 7:45 a.m. This train is a solid ride vestibule through express via Niagara Falls to Buffalo, arriving here at 10:45 a.m. daily. It also runs through to Chicago, arriving there at 8:45 p.m. daily. Two new trains are running between Chicago and New York via Niagara Falls and Buffalo. The eastbound train is known as the "Detroit and New York Express" and leaves Chicago at 1:30 a.m., arriving at New York at 4:30 p.m. the following day. The westbound train is known as the "Buffalo and Chicago Express" and leaves New York at 10 a.m., arriving at Niagara Falls at 4:45 a.m., next morning. The service between Toronto, Hamilton, Niagara Falls and Buffalo is increased by two new trains each way.

The working time tables issued on June 10, for each of the divisions of the C.P.R. bear the name of T. Faist, Manager of Transportation, on the cover pages, in addition to that of the respective general superintendents.

July next. (Sept., pg. 271.)

Crow's Nest Southern Ry.—The surveys for this line from Michel, B.C., to the International boundary at Tobacco Plains, including a branch up Morrisey Creek, were made by J. M. Stark, C.E., who is also engineer in charge of construction. Mr. Stark was in Victoria, Sept. 6, filing the completed plans with the Department of Public Works; and in an interview stated the contractors for the line were ready for commencing work immediately. It is only proposed at present to construct the line from the boundary to Fernie and for this work A. Guthrie & Co. have the contract. Sub-contracts have been let, as follows: Twohey Bros. of Spokane, six miles of steam shovel work averaging 80,000 cu. yds. to the mile, north of the international boundary; Burns & Chapman, six miles, adjoining; Poupart & McVeigh six miles, principally wheel scraper work, about 400,000 cu. yds. in all, from Elk river to Elk; Grant & Smith, three miles east of Etholt, averaging 80,000 cu. yds. a mile; J. G. McDonald, Nelson, B.C.,  $2\frac{1}{2}$  miles of rock work, adjoining; Fess & McDonald, Shocan, B.C.,  $2\frac{1}{2}$  miles of rock work adjoining. Breckensridge & Lund, the Morrissey Creek branch, and 5 miles of the main line adjoining. Other contracts will be let for the balance of the construction to Fernie. The U.S. continuation of the line from Jennings to the boundary is all under construction and a considerable amount of grading done. The grading on both the Canadian and the U.S. sections of the line is to be completed before winter, and

ROOM IN COMPARTMENT CAR CANADA  
C.P.R. ROYAL TRAIN, SHOW.  
ING TELEPHONE.

the line from Jennings to Fernie will be opened for traffic by the beginning of the year. (Sept., pg. 276.)

The Cuban Co., it is reported, has a thorough understanding with the British financiers who control the other Cuban railways, in regard to the future working of the lines in the island. The Cuban Government will soon be established and will deal with any difficulties as to rates which may arise. The old stories about difficulties in the way of building the railway are again in circulation and Sir Wm. Van Horne, President of the Co., says: "I have persistently denied these stories, but they as persistently crop up again. The work is progressing satisfactorily, we have 3,500 men employed and the construction portion of our undertaking will be completed in eight or nine months. We haven't any more sickness amongst our men than would occur in any other works in America. Of course, our sanitary regulations are strictly enforced, and there are not any more men in hospital to-day than we had during the building of similar undertakings in the north."

Duluth and Iron Range Rd.—An amendment to the articles of incorporation has been filed authorizing the building of an extension of this line from Ely, Minn., to

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The Cuba Co.'s railway between Santiago and Santa Clara, with the branch to Nipe bay, was expected to be opened by the end of July.

The Secretary of War, replying to a resolution of the U.S. Senate, states that the Minister of Public Works is of opinion that it is entirely a private road, built on the Co.'s own right of way, and for the purpose of affording transportation to the lands, mines and other properties belonging to the Cuba Co. This, he said, had been done strictly within the prescriptions of the railway laws. (June, pg. 190.)

A full description of this line is given under the head of the Cuba Co.'s Ry. on another page of this issue.

Cuba and Pacific Ry.—The

August 1902