

act of the Ontario Legislature the name of the Co. was changed to the Hamilton, Ancaster and Brantford Ry. Co., and power was given to extend its line from the then proposed terminus at Duff's Corners, through Alberton, Echo Place and Cainsville to Brantford, and a branch to the Sulphur springs in the township of Ancaster. At the present session of the Ontario Legislature a further act is sought, confirming these powers and giving it three years to construct its line from Hamilton to Ancaster, and five years to complete the whole. Power is asked to connect its tracks with those of other companies, to receive municipal aid, and with the consent of the different municipalities to operate freight cars on the line. The Co. asks for power to issue bonds to the extent of \$20,000 a mile.

**The Hamilton, Grimsby & Beamsville Electric Ry.** does not at present propose to proceed any further with the projected extension of its line to St. Catharines, Ont. (Oct., 1901, pg. 308.)

**Hamilton Radial Electric Ry. Co.**—Some work has been done in connection with the extension of this line from Burlington to Oakville, Ont., in order to comply with the terms of the by-law, and it is expected that construction will be pushed forward in the spring. The Co. has power to extend its line to Mimico, and is applying at the current session of the Ontario Legislature for an act authorizing it to extend the line from Mimico to Toronto, and to enter into an agreement with other electric railway companies for mutual running powers. (Oct., 1901, pg. 308.)

**Hamilton Suburban Ry. Co.**—H. T. Thurber, A. S. Brooks, J. T. Waing, E. J. Tisdell and G. L. Staunton, K.C., are applying at the current session of the Ontario Legislature for an act incorporating a company with this title to construct an electric railway from Hamilton to Waterloo, passing through Galt, Preston and Berlin; from Galt to Guelph, passing through Preston and Hespeler, and from Hamilton to Guelph, passing through the townships of West and East Flamboro, Puslinch and Guelph. The Co. may operate telegraph or telephone lines and parks in connection with its lines; may connect its tracks with those of other similar companies, and cross the tracks of other companies on the level. The capital is fixed at \$800,000, part of which may be issued as preference stock, and bonding powers to the extent of \$30,000 a mile are asked.

**Hope Mountain Exploration.**—The report on the recent exploration through the Hope mountains has been prepared and is in the hands of the Commissioner of Lands and Works for British Columbia, but has not been made public. The route via the railway pass from Hope to a tie with the C.P.R. at Allison, 78 miles, was thoroughly surveyed, thus completing the first chained line across B.C., through the Similkameen district. The route through the Coldwater-Otter river valleys was explored, the distance being 87 miles; and a preliminary survey of a route through the Nicolum-Cedar Flat-Roche river valleys, 98 miles, was made. All the routes are practicable, but the last mentioned is not likely to be seriously considered on account of its length. The shortest route will probably involve the heaviest cost for maintenance and will be worst for snowslides, whilst the second mentioned route will give the best grades. It is impossible to say which route would best serve the mining interests of the country.

Mr. Hislop, P.L.S., Princeton, went through the Similkameen valley and has prepared a report for the Department. Hon. E. Dewdney, C.E., had the direction of the survey. H. Curry was Chief Engineer, and F. Moberly, C.E., was in charge of the party. (Dec., 1901, pg. 355.)

**The Hull Electric Co.,** of Que., has been licensed by the Ontario Government to operate

its cars over the Interprovincial bridge and along the permanent way of the Ottawa, Northern and Western Ry. to the central railway station in Ottawa. The capital to be employed in Ontario is not to exceed \$15,000. J. B. Fraser, of Ottawa, is named as attorney. (Oct., 1901, pg. 307.)

**Huron and Bruce Ry. Co.**—Hamilton, Elliott & Irving, solicitors, Sault Ste. Marie, give notice that application will be made at the current session of the Ontario Legislature for an act incorporating a company with this title to construct a railway from Wiarton to Goderich, Ont., passing through Southampton and Kincardine. This projected line is an extension of the Mantoulin and North Shore Ry.

**The Huronian Co. (Ltd.)**—J. J. and R. M. Thompson, Bayonne, N.J.; R. G. Leckie, Truro, N.S.; W. Nesbitt, K.C., and R. McKay, Toronto, are applying at the present session of the Ontario Legislature for an act incorporating a company under this title, with power among other things to construct a railway to be operated by steam and electricity or both, from the mines of the Massey Station Mining Co. (Ltd.), in the townships of Slater and May, southerly to a point on the C.P.R., Sault Ste. Marie branch, thence to the navigable waters of the Spanish river.

**Indian River Ry. Co.**—D'Arcy Scott, solicitor, Ottawa, gives notice that application will be made at the next session of the Dominion Parliament for an act incorporating a Co. under the above title to build a railway from Lake Megantic, where a junction can be effected with the Quebec Central Ry., or the C.P.R. main line, or both, thence southerly to the International boundary near the Moose river.

**Intercolonial Ry.**—It is reported that the workshops at Levis are to be closed, and the plant transferred to Chaudiere Curve, Que.

Press reports state that a new station will be erected at Sydney, N.S., this year, and a machine shop is also to be erected at this point for the repair work for the Cape Breton division.

It is proposed to put in an electric-power plant at Sydney, N.S.

The Halifax Board of Trade in its annual report says: "As a result of our suggestions track accommodation and shunting arrangements at Richmond and Deep Water have been greatly improved, long sidings are built between Halifax and Bedford, and important improvements are to be made at North-st. passenger station and at Richmond. We have frequently expressed the opinion that the present station is badly placed, badly planned and too small. If there was a definite prospect of getting a new station centrally situated within a reasonable time, we do not think it would be wise to spend much money on the present structure, but if the Department has decided that a new station is not to be built, it is clearly advisable that the old building should be made as convenient and attractive as possible. The new plans, which were submitted to the council for inspection, show that the interior of the building is to be entirely remodelled, the train shed extended, and as much accommodation given to the public as the cramped area at the disposal of the architect would admit of, and this work is to be proceeded with at once." The work on the new station will be commenced at an early date. In the yards there will be a number of new tracks and switches laid and other improvements made. The appropriation available for the work is \$80,000.

The new freight offices at St. John, N.B., were taken possession of by the officials, Jan. 10, and the new freight sheds are also being used. The new offices are fitted up in modern style. A portion of the old offices will be used by the customs and other officials, and

the remainder will be utilized for freight storage.

The extension of the roundhouse at Moncton is about complete. It will give a good 28-stall roundhouse, in which the heavy power can be well taken care of.

The turntable at the new roundhouse at Sydney has been put in position under the charge of Roadmaster Fraser. It is 70 ft. in length, and can be operated by one man.

Combined coal, ash and sand handling plants of the power conveyer type are to be installed at the new roundhouses at Sydney and Stellarton. It is expected they will give very efficient and economical service. The buildings will be 50x75 ft. and will be two stories high.

A contract has been let to replace the present bridge over the Miramichi near Chatham, N.B., with a heavier one. The spans will be floated into position in the same way as were the spans of the bridge for the Midland Ry. over the Shubenacadie in 1901. Four barges, each 90 ft. long and 26 ft. wide, are being built for this purpose at Port Elgin, N.S.

A conference between E. G. Russell, Manager I.C.R., M. Harvey, Chief Engineer of the Department of Marine, and representatives of the Dominion Iron and Steel Co., and the Dominion Coal Co., was recently held in regard to the I.C.R. bridge over the Grand Narrows, N.S., and the prevention of accidents to navigation there. Suggestions were made that the draw span should be shifted further into the middle of the river, so as to avoid the current, or that the piers of the cribwork be extended on both sides of pier 6, but nothing definite was decided on.

The plans for the arrangement of the new yard at Gilbert's Island, St. John, N.B., are being prepared at Moncton. The new yard will greatly facilitate the transfer and handling of freight. (Dec., 1901, pg. 355.)

**The Inverness and Richmond Ry.** has completed its connection with the I.C.R. at Point Tupper, and the ferry service hitherto operated between Port Hastings and Mulgrave will be discontinued.

M. J. O'Brien, contractor, has issued a writ in the Supreme Court against Ryan & MacDonald, the original contractors for the I. & R. Ry., claiming \$23,000 for work alleged to be done on the construction of the railway for defendants.

**The Irondale, Bancroft and Ottawa Ry. Co.** is seeking Provincial and Dominion subsidies for the extension of its line from near Bancroft to Caldwell on the Canada Atlantic Ry., about 60 miles. At the last session of the Ontario Legislature a subsidy for an extension of 15 miles was voted, and L. B. Howland, General Manager, says if the subsidies for the additional mileage are voted he will, with the "substantial financial support of one of the most prominent trust companies in New York" with which arrangements have been made, complete the line to Caldwell, and put the whole line on a substantial footing. The proposed extension would open up a good farming, timber and mineral region. It would aid in the development of the corundum deposits, and of water powers on the Madawaska river, and would pierce the Opeongo by way of Howland pass, a route presenting no engineering difficulties. The Pembroke Southern Ry. is surveying a route from Golden Lake to Bancroft, via the Brennan pass, and is to some extent an opposition project. The Lindsay Board of Trade has memorialized the Ontario Government to aid the construction of the additional 45 miles of line, and the Dominion Government to subsidize the whole 60 miles. (Aug., 1901, pg. 229.)

**The James Bay Ry. Co.** gives notice that application will be made to the Dominion Parliament for an Act extending the time for the commencement and completion of its line and authorizing the building of a line from the