

**Great Northern Ry. (U.S.)**—The work of standardizing the gauge of the Great Falls and Canada Ry. from Great Falls, Mont., to the International boundary at Sweet Grass, is well forward, and was expected to be completed during Oct.

The Montana and Great Northern Ry., from Jennings, Mont., to the International boundary at Tobacco Plains, 51 miles, connecting there with the Crow's Nest Southern Ry. has been completed and is in operation. The C.N.S. Ry. is in operation from the International boundary at Gateway, to Morrissey, B.C. The whole line from Jennings to Morrissey will be operated as part of the G.N.R. system. Plans have been filed at Kalispel, Mont., for a proposed branch from near Columbia Falls, Mont., northwest to a point six miles south of the International boundary, thence southwest two miles, making a connection with the Jennings branch of the Great Northern Ry. No contracts have been let for this extension.

The Washington and Great Northern Ry. has completed a line from Marcus, Washington, to the International boundary at Russel, Wash., connecting there with the Vancouver, Victoria and Eastern Ry., 27 miles, and from the end of the 14-mile section in B.C., at Nelson on the boundary line, to Republic, Wash., 32 miles. The line is being operated by the Spokane Falls and Northern Ry., a subsidiary of the G.N.R. (Aug., pg. 263).

See also Crow's Nest Southern Ry., Vancouver, Victoria and Eastern Ry. and Navigation Co., Vancouver and Coast-Kootenay Ry., Vancouver, Westminster, Northern and Yukon Ry., and Victoria Terminal Ry. and Ferry Co.

**Greenwood to Phoenix, B.C.**—The project to connect these two points by an electric railway, first mooted in 1899, has been revived. The Cascade Water, Power and Light Co. is ready to deliver power, and the Greenwood council purposes to issue \$75,000 of debentures, or to guarantee 5% interest on that amount for the construction of an electric railway. (May, 1900, pg. 143.)

**Halifax and South-Western Ry.**—Location surveys have been completed under H. K. Wicksteed, C.E., for 100 miles, from Halifax to Liverpool, N.S., and are in progress for the remaining 70 miles from Liverpool to Barrington. The general route has been practically decided for the entire distance. Leaving the I.C.R. near Bedford the line will be constructed through Hammond's Plains, St. Margaret's Bay, Chester, Bridgewater, Liverpool, Shelburne and Barrington. The grading will be generally moderate to heavy with much loose rock. The principal bridges will be over La Have, Port Medway and Liverpool rivers. Plans and profiles have been filed with the Government departments for the first sections of the line. H. K. Wicksteed is going west to the Canadian Northern Ry., and T. H. White has been appointed Chief Engineer and is also taking charge of construction during the illness of T. H. Holt. A press report states that H. Sorette, of Bridgewater, N.S., has been given a contract for the construction of the section of the line between New Germany and Caledonia. This section is part of the line projected by the Nova Scotia Southern Ry. from Shelburne to New Germany, which was partially constructed, and the charter, etc., for which has been acquired by Mackenzie, Mann & Co., for the H. and S. W. Ry. (April, 1900, pg. 115.)

The Halifax county council has voted \$5,000 towards the cost of purchasing the right of way for the H. and S.W. Ry. from Halifax to the county boundary. The Halifax city council has decided to pay whatever the right of way through the county costs above this sum. (Aug., pg. 263).

**The Halifax Electric Tramway Co.** is building a new power house 127 ft. by 110 ft., and 40 ft. high with a 10 ft. basement. The new engines to be installed will be of 1,500 h.p. (Aug., pg. 263).

**Hamilton and Caledonia Ry. (Electric)**—A right of way has been granted by the Walpole township council. The Co. has now secured most of the right of way and expects to commence construction work at an early date. (June, pg. 191.)

**Hamilton, Grimsby and Beamsville Electric Ry.**—The Lincoln county council, Clinton township council, and the Beamsville village council have passed by-laws giving franchises to this Co. for an extension of its line from Beamsville to Vineland. Grading is reported to have been started, Goodale Bros. being the contractors for grading, building culverts, track-laying, and ballasting. The extension will cost about \$40,000. (Aug., pg. 263).

**Hull Electric Co.**—The management is considering the question of developing additional power and the extension of its shops at Deschenes, Que., in connection with the general improvement of the roadbed and rolling stock. (Aug., pg. 263).

**Huntsville and Lake of Bays Ry.**—Some preliminary work was done this season on the portage between Peninsula lake and Lake of Bays, but no arrangements have yet been made for the construction of the railway,



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