

embedded in concrete. For the paving of the spaces between the tracks and 18 ins. outside the rails granite blocks will be used, the city providing the blocks and the company the labor. (Feb., pg. 43.)

The Montreal Terminal Ry. has not furnished any particulars as to its construction during 1902, but we have ascertained that it laid 8.25 miles of track in the city in 1902, from Hotel de Ville ave. to its present terminal on the city boundary near Forsyth st. The work will be completed and cars run over the line when the subway under the C.P.R. tracks at Forsyth st. has been completed. (Feb., pg. 43.)

New Brunswick Coal and Ry. Co.—Press reports recently stated that track had been laid to Coal Mine siding, at the entrance to the Newcastle coalfields. At Newcastle station and freight buildings and a 3-stall round-house have been erected. The bridges on the line, with one exception, are of I beam and riveted steel girder spans. The bridge over the Salmon river is about 500 ft. long, and consists of 3 Howe truss spans, 118 ft. each, and 1 draw span of 124 ft., 40 ft. openings. The work is being carried out under the direction of E. G. Evans, Chief Engineer. (Feb., pg. 44.)

Nipissing and Pontiac Ry.—The applicants to the Dominion Parliament at the current session for the incorporation of a company with this title are: J. Armstrong, New Liskeard, Ont.; A. C. Rorabeck, E. S. Senkler, North Bay, Ont.; E. C. Cattenach, Toronto; R. Lemieux, Montreal. (April, pg. 121.)

North Bay Southerly to C.P.R., at Myrtle, and near Toronto.—Application will be made at the current session of the Dominion Parliament for an act incorporating a company to construct a railway or tramway from South Bay on Lake Nipissing, via Callender, to

North Bay; from South Bay to the Georgian bay, thence to Lake Simcoe, and thence to the C.P.R., in either Dufferin, Peel or York, and from Georgian bay to the C.P.R. between Myrtle and Peterborough, Ont. L. T. Barclay, of Whitby, Ont., is solicitor for the applicants, who also seek power to carry on a lumber business and to develop electrical power.

Northwest Coal and Coke Ry. Co.—E. J. Stamford, F. Seaman, J. H. Seaman, F. C. Elliott, B. B. Mighton, Nelson, B.C., and C. E. D. Wood, Macleod, Alta., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Bull Point to Cowley, Alta. (Jan., pg. 19.)

Nova Scotia Eastern Ry.—The contract between the Company and the Government was entered into Feb. 4, 1903, and provides for the construction of a railway from the I.C.R. at Dartmouth, easterly through the Musquodoboit valley to Melrose, thence by Cross Roads Country Harbor to Guysboro, and on to the Strait of Canso; with branches from near Melrose to the I.C.R. near New Glasgow, and from Cross Roads Country Harbor, to deep water. The subsidy of \$5,000 a mile is \$1,800 a mile in excess of that previously voted, and at the last session of the Nova Scotia Legislature the new contract was ratified. An act was also passed extending the time for the commencement and completion of the lines, and authorizing the construction of a line in Antigonish, in addition to Guysborough and Pictou counties. (April, pg. 121.)

Ontario Electric Ry.—Press reports state that the right-of-way is being secured for the projected electric railway from Cornwall to Toronto; that construction will be begun this spring, and that the line between Toronto and Kingston will be completed by the end of the

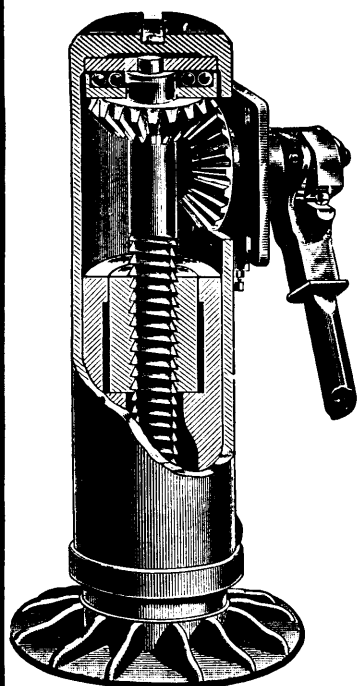
year. R. J. Carson, of Kingston, Ont., one of the provisional directors, recently stated in an interview that power would be acquired from the Trent river, and that the power-house would be located at Trenton; the repair shops would be at Kingston; the track would be a single one for the present; the cars would be 56 ft. long and the service would be an hourly one. Boston people are said to be interested in the proposal, and E. J. B. Pense, M.L.A., in a speech recently stated that they had bought some of the water privileges on the Trent river. (April, pg. 121.)

Ottawa, Northern and Western Ry.—The grading on the extension from Gracefield to Maniwaki has been completed for 14 miles, to Blue Sea Lake, and track laying was expected to be commenced in April, 60 lb. steel rails being used. During the winter some rock work was done beyond Blue Sea lake, and the right-of-way cleared to Maniwaki. Ties, posts and other timber have also been got out. It is expected that the remaining 15 miles from Blue Sea lake will be graded and the whole of the track laid by the end of the year. (Feb., pg. 45.)

Petrolia Rapid Ry. (Electric).—Application will be made at the current session of the Ontario Legislature for an act confirming by-laws passed by Enniskillen and Moore townships relating to the railway; increasing the capital of the company to \$500,000, authorizing the extension of the line through Sarnia and Point Edward to Wees Beach, and giving power to enter into agreements with other electric railway companies, and with the Michigan Central Rd. for connection and running arrangements. (Feb., 1902, pg. 60.)

Point Ann Ry.—The line being constructed from the G.T.R. near Belleville, Ont., to the works of the Belleville Portland Cement Co., is 3¼ miles in length. It is being constructed by the company, C. B. English being

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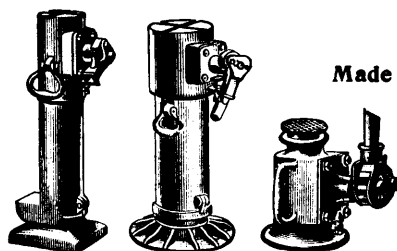
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