

about \$250,000. We are officially informed that there is nothing new in connection with this matter. (June, pg. 189.)

Cape Breton Ry.—The grading of the 30 miles from Port Hawkesbury to St. Peters, N.S., is practically completed, and we were advised, July 8, that it was expected to be finished by the end of July. The culverts and all masonry work were completed with the exception of one pier of the substructure for the bridge over the river Inhabitants, which was expected to be finished by the end of July. Track has been laid on 10 miles of the main line, and on 2 miles of sidings, and it is intended to complete the 30 miles this season. (June, pg. 189.)

Central Ontario Ry.—We were advised, July 17, that no decision had been reached in reference to the projected extension of the line northerly from Bancroft station, this year.

Central Ry. of New Brunswick.—Owing to a recent breakdown of a bridge at Washdemoak, the whole of the 22 bridges on the line, totalling 6,000 ft. in all, are being thoroughly repaired. The work was expected to be completed and the line reopened for traffic by the end of July.

Chateauguay and Northern Ry.—The line from Bout de l'Isle to Joliette, Que., will be constructed by the C. and N. Ry. Co., subject to the approval of the Great Northern Ry. and not by the latter Co. No decision had been arrived at up to July 17 as to when work would be started. (June, pg. 189.)

The Colonial Copper Co. is developing some extensive copper deposits at Cape D'Or, N.S., and is constructing a railway in connection therewith.

Crow's Nest Southern Ry.—Tracklaying on the line from Gateway, on the International boundary, to Morrissey creek, B.C., was commenced towards the end of June, and is in a forward state. Press reports state that the bridge across the Kootenay river at Elko has been completed and the track laid over it, but the President of the Co. in Toronto has not received any report confirming this statement. The line is expected to be completed through to Fernie, 52 miles from the boundary, by the end of the summer. There is nothing in the press reports, we are informed, that the Co. will extend its lines into the St. Mary's river and the Windermere districts. (June, pg. 189.)

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.

Edmonton, Yukon and Pacific Ry.—The track has been completed from near Strathcona, the northern terminus of the Calgary and Edmonton Ry., to Edmonton, Alta., about 4 miles, for some time, but nothing has been done in the way of operating it. No arrangements have been made for further construction, and it is not expected that anything will be done this year. It has been stated that Mackenzie, Mann & Co. are desirous of purchasing the Calgary and Edmonton Ry., and have been negotiating with this object in view. (June, pg. 190.) See also Canadian Northern Ry.

Fredericton and Western Ry.—G. Moore, M. L. Muselman and A. L. Meyer, were in-

corporated under this title at the last session of the New Brunswick Legislature, to construct a railway from Fredericton, or from a point on the railway authorized to be constructed by the St. John Valley and Riviere du Loup Ry. Co., to a point on the western boundary of the province near Schoodic lake, the line to be commenced within three and completed in six years. The capital of the Co. was fixed at \$20,000 a mile of line constructed, and power was given to issue bonds to the extent of \$20,000 a mile. It was provided that the act should not go into effect until after proclamation by the Lieut.-Governor. A. L. Meyer was associated with the Dominion Securities Co. of New York in the various railway projects of Dr. W. Seward Webb in Canada. See also Moncton and Eastern Ry.

The Galt, Preston and Hespeler Street Ry. Co. (Ltd.), has been given power by supplementary letters patent, under the Ontario Companies Act, to extend its line from its present terminus in Hespeler through the townships of Waterloo and Puslinch to Puslinch lake.

Grand Valley Ry.—We were informed on July 9 that work had been commenced and that several miles had been graded. The road is being built by The Von Echa Co., which built and owns the Woodstock, Thames Valley and Ingersoll Electric Ry. The G.V. Ry. will, it is said, be finished from Brantford to Paris at the earliest possible date, and it is hoped to get cars in operation this season. Later the line is expected to be built from Paris through St. George to Galt, where it will connect with the Galt, Preston and Hespeler Ry. The section from Galt to Berlin will, it is said, also be built as quickly as the work can be pushed through. The Von Echa Co. has just obtained control of the Brantford Street Ry., and will operate it in connection with the G.V. Ry. (June, pg. 196.)

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, has been in progress for some time, and we are officially informed that it is expected to be completed by Oct. 1. The distance between the two points is 134 miles, and with the exception of about 30 miles of revisions the old roadbed of the line will be widened to admit of laying standard gauge track. There will be a good deal of bridging to be done, the structures over the Teton, Marias and Muddy rivers being each about 1,000 ft. Contracts for the bridges are not reported let, but Siems and Shields have the contract for the grading.

The line of the Montana and Great Northern Ry. from Jennings to the International boundary at Tobacco Plains, where a junction is effected with the Crow's Nest Southern Ry., is completed.

We were advised that the line from Marcus to Republic, Wash., which includes a section from Cascade to Carson, B.C., via Grand Forks, was expected to be completed by July 1. (June, pg. 191.)

See also Alberta Ry. and Coal Co., Crow's Nest Southern Ry., and Vancouver, Victoria and Eastern Ry.

The Halifax Electric Tramway Co. has completed the erection of a large pier on the sea front below its car stables, at which its cargoes of coal will be discharged.

Halifax and South Western Ry.—W. Mackenzie and D. D. Mann reached Halifax, July 1 to arrange for the immediate starting of construction on this line, for which purpose large gangs of men had previously been sent forward from Ottawa. The base of operations is at Mahone, 7 miles from Lunenburg, on the Central Ry., recently acquired by Mackenzie, Mann & Co., and work is being proceeded with both towards Halifax and

Yarmouth. It is reported that grading will also be started a few miles out of Halifax towards Mahone. The question of an entrance into Halifax has not been settled, the Halifax county council not having granted a right of way. It is expected that a junction will be effected with the I.C.R. about three miles out of the city, and that running powers will be secured over the I.C.R. for the distance required. D. D. Mann is reported to have stated that the location surveys for the line were about completed; that a good part of the line between Mahone Bay and Halifax would be ready for the rails by the end of the present year; but that track would not be laid until next year, the rails not having been secured. T. G. Holt is in charge of construction. L. H. Wheaton, C.E., is in charge of the location survey between Bridgewater and Liverpool, H. K. Wickstead, C.E., being chief engineer. (June, pg. 191.)

Halifax and Yarmouth Ry.—Recent press reports stated that the portion of this line between Pubinco and Barrington Passage, which has been closed for some time, would be operated again shortly, and that Mackenzie, Mann & Co. had entered into an agreement with the Messrs. Brill, of Philadelphia, for acquiring the whole line. An official writes that he does not believe there is any truth in these reports.

Hamilton, Grimsby and Beamsville Electric Ry.—The power house at Grimsby is being enlarged. A temporary plant giving 100 extra h.p. has been installed pending the completion of the permanent machinery in the enlarged power house by the end of the year.

Howe Sound Logging Railway.—R. McNair is reported to be constructing a logging railway from Howe Sound, near Gibson's Landing, B.C., to a point several miles inland.

Hull Electric Co.—Consequent on the transfer of the railway line of this Co. to the Ottawa, Northern and Western Ry. Co., a subsidiary of the C.P.R., it is said that a number of improvements will be carried out, notably the double-tracking of the line from Eddy's corner into Ottawa.

Huntsville and Lake of Bays Ry. Co.—The charter of this Co. has been acquired by the Huntsville, Lake of Bays and Lake Simcoe Navigation Co. (Ltd.) We are informed that it is intended to construct the line authorized from the north end of Lake of Bays to the south end of Peninsula lake this season if possible. The grading is comparatively easy and no bridges will be necessary on the 1½ miles. The line will be operated by steam. The Co. does not at present propose to take any action in reference to the line authorized to be constructed to connect Lake of Bays and Hollow lake. (June, pg. 191.)

Intercolonial Ry.—The surveys for the proposed branch line from River Ouelle station to the wharf on the St. Lawrence at Riviere village, have been made by J. S. O. Dwyer, C.E. It is 6 miles in length, and passes through a level country. There are no bridges of any size to be constructed, and the grading will be ordinary earthwork. Traffic Manager Tiffin is reported to have stated that construction work will be gone on with at once and that, if possible, the branch will be completed this season. It is the intention of the management to put a steamer on the river to run between the wharf at Riviere village and Murray Harbor, on the north shore. The steamer, Mr. Tiffin says, will be sufficiently strong to enable a daily service to be maintained summer and winter. (June, pg. 191.)

The Minister of Railways has been making an inspection of the line and states that the relaying with heavy steel rails is being rapidly pushed forward. The bridges between Montreal and Levis, he said, have been strengthened so as to carry the heaviest