

1902 was given an extension of four years within which to construct its line. J. M. Lovell, M.L.A., Coaticook, Que., was one of the promoters. (April, 1902, pg. 141.)

The Medicine Hat and Northern Alberta Ry. has a charter for the construction of a railway and a number of branch lines from Medicine Hat, Alta., to the coal fields, and to the International Boundary, and to the B.C. boundary. At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted towards the construction of eight miles of line, from Medicine Hat to the coal fields in tp. 12 or 13, range 6, west of the 4th principal meridian. Hon. F. R. Latchford, Commissioner of Public Works for Ontario, and F. H. Phippen, Winnipeg, are among the incorporators. (Sept., 1903, pg. 307.)

Metropolitan Ry. (Electric)—An agreement has been reached between the city council and the company which will have the effect of putting a stop to the blocking of Yonge st., Toronto, at the C.P.R. tracks, by the loading and unloading of freight from the cars on to the street. An action had been entered to secure an injunction, but proceedings were stayed pending negotiations. Under the agreement the company will provide yard accommodation for its freight cars.

The surveys for the extension of the line from its present terminus at Newmarket to Jackson's Point, on Lake Simcoe, have been completed, and it is expected that construction will be commenced in the spring. (Oct., 1903, pg. 343.)

Middleton and Victoria Beach Ry.—We were recently advised that grading would be continued as long as the season would permit, and it was hoped to complete the work between Middleton and Bridgetown, N.S., before work ceased for the year. The Dominion Parliament at its last session voted a subsidy of \$3,200 a mile towards the construction of the line from Middleton to Victoria Beach, 41 miles. (Nov., 1903, pg. 390.)

The Midland Ry. has secured the power to construct a railway from Truro to Brule, or some other point on Northumberland strait, N.S., referred to previously under the title of the North Colchester Ry. Very little preliminary work has been done since the last report, but the engineering part of the work is in charge of P. S. Archibald, C.E., who will probably have the determining of the final location of the line. At the recent session of the Dominion Parliament a subsidy at the usual rate was voted for the construction of the line from Truro to Brule, 34 miles. We were recently advised that no decision had been reached as to when work on the extension would be commenced, but that certainly no construction would be gone on with before spring. (Oct., 1903, pg. 343.)

Midway and Vernon Ry.—The Dominion Parliament has voted \$3,200 a mile towards the construction of a railway from Midway to Vernon, B.C., about 150 miles. The M. and V.R. Co. was incorporated in B.C. in 1901, and secured a Dominion charter at the recent session of Parliament. J. H. Senkler, E. Bloomfield and A. P. Judge, Vancouver, B.C., are the incorporators. (Sept., 1903, pg. 309.)

Application is being made at the current session of the B.C. Legislature, extending the time for the commencement of the line to Jan. 1, 1905, and limiting the time for its completion to three years thereafter. The company also seeks power to extend its line to Kelowna, on Okanagan Lake.

Minudie Coal and Ry. Co.—A subsidy of \$3,200 a mile was voted at the last session of the Dominion Parliament for 6 miles of railway from the Joggins Ry. near River Herbert railway bridge to Minudie, Cumberland county, N.S. (Oct., 1903, pg. 343.)

Montreal Northern Ry.—The Dominion Parliament at its recent session voted a sub-

sidy of \$3,200 a mile towards the construction of a railway from Ste. Agathe des Montes station on the Labelle branch of the C.P.R., southerly, passing near Lakes St. Joseph and Ste. Marie for 15 miles. Lawton Wark, of New York, who is President of the M.N. Ry., started a number of industries at Ste. Agathe within the last two years, including a pulp mill, and did some grading for a railway. A winding-up order of the Howard Trust and Investment Co., which he organized to control his companies, was granted in Oct. (Oct., 1903, pg. 343.)

The Nepigon Ry. Co. was originally incorporated by the Ontario Legislature in 1899, the provisional directors being A. M. Wiley, A. McComber, T. Massey, T. A. Gorham, of Port Arthur, Ont., and P. Weidner, of Detroit, Mich. The Company was given power to construct a railway from Nepigon station, on the C.P.R., to the shores of Lake Nepigon. In 1902 the Legislature passed an amending act, naming F. S. Wiley, A. J. McComber, Jas. Whalen, of Port Arthur, Ont.; N. W. Rowell, K.C.; J. G. Shaw, of Toronto; P. Weidner, of Detroit, Mich., and M. B. Lloyd, of Minneapolis, Minn., as provisional directors, and changing the location of the line so that the company had power to construct a line from Nepigon bay on Lake Superior, at or near Nepigon station, of the C.P.R. transcontinental line, thence northerly and passing on the eastern side of Lake Nepigon to the Albany river; thence northeasterly to James bay, and also from some point on the line south of Lake Nepigon, southwesterly to Port Arthur and Fort William. The company was also authorized to carry on a general navigation business on the lakes and rivers adjacent to the railway and branches. In the same year a Dominion charter was obtained, the provisional directors named being the same as those in the amended Ontario act, with the exception of A. J. McComber, who was not named. The powers given the company were similar to those conferred by the Ontario act. The Ontario Legislature in the same year voted a subsidy of \$3,000 a mile towards the construction of 14 miles of railway from the C.P.R. line at Nepigon to near the head of the Long Portage, at which point the Nepigon Pulp Co. proposed to construct a pulp mill. Some of the promoters of the railway were connected with the pulp company, the President of which is J. R. Barber, M.L.A., of Georgetown, Ont. Surveys for this 14 miles of line were made in 1902 by R. A. Hazlewood, and a contract was let for getting out ties preparatory to starting construction in the spring. Nothing, however, was done, but early in 1903 the Ontario Government entered into a contract with the Canada Fish Co., by which the latter was to construct 40 miles of railway from Luke Superior to Lake Nepigon in return for an exclusive fishing concession on the lake. The provisional directors of the Fish Co. included J. G. Strong, B. E. Bull, W. R. Williams, H. G. Osterhant and W. G. Francis, and the secretary is J. T. Emerson, of Port Arthur. The N.Ry. Co. has arranged with the Fish Co. to construct the 40 miles of railway called for by its charter, and made an arrangement with the Thunder Bay, Nepigon and St. Joe Ry. Co., by which the subsidy of \$2,000 cash and 5,000 acres of land a mile voted it in 1901 and 1902, covering 40 miles of railway between Port Arthur and Lake Nepigon, was transferred to the N.Ry. Co. This agreement was subsequently ratified by the Ontario Legislature. To these subsidies has now been added a Dominion one of \$1,200 a mile with the possibility of an increase to \$6,400 a mile for 80 miles.

Location surveys have been recently completed by R. A. Hazlewood for the first 40 miles of the line. A number of trial lines were run, with a view of obtaining easy grad-

ients. The route proposed to be followed starts from the shore of Lake Superior, at the mouth of the Nepigon river, and passes under the C.P.R. trestle, running to a level with the C.P.R. some distance back, from which point a spur line will be constructed to connect with the C.P.R. at Nepigon station. In order to secure an easy gradient the valley of the Helen river is followed at first, then the Nepigon river valley to the 14-mile point, thence turning south, owing to what is called the Divide, through which a pass has been surveyed; thence to the south shore of the lake. The gradients are to be kept down to 1%, and the curvature is easy. Construction will be moderately heavy, there being a good deal of rock-cutting in the first 20 miles. There will be a deal of bridge construction on this section, but it is not proposed to put in any steel or concrete structures at first. A spur will also be built to the Pulp Co.'s mill. It is intended to begin construction in the spring, and the preliminary work of getting out bridge timbers and ties is in progress.

The second section of the line will also be 40 miles in length, and will run from 10 miles up a navigable river at the head of the lake, to Albany river, near where the Grand Trunk Pacific Ry. surveyors are running a line. The two sections of the line will be connected by steamers, of which the Fish Co. has already one on the lake, and is constructing another. Nothing in the way of definite surveys have been made on the second section of the line.

No contract has been let for the construction of the railway, but we were informed Dec. 11 that a general contract for the 80 miles would probably be agreed on a few days thereafter, and that it would be given to Conmee & Bowman, of Port Arthur. (Dec., 1903, pg. 425.)

New Brunswick Coal and Ry. Co.—A Dominion Government inspecting engineer recently made an examination of the line, in company with E. G. Evans, General Manager, and the line from Chipman to just beyond Newcastle, N.B., 15 miles, has been authorized to be placed in operation. (Oct., 1903, pg. 343.)

The Nicola, Kamloops and Similkameen Coal and Ry. Co. was incorporated by the B.C. Legislature April 20, 1891, the provisional directors named being: J. F. Allison, Princeton, B.C.; A. E. Howse, Nicola, B.C.; R. H. Lee, Kamloops, B.C.; W. Mara, W. H. Merritt, F. A. Fleming, C. H. Keefer, C. N. Shanly, Toronto, and Sir Sandford Fleming, Ottawa. The company was authorized to construct a railway from near the western extremity of Nicola lake, where the terminus of the Nicola Valley Ry. shall be located, to Princeton, and thence by way of Similkameen river as far as may be deemed advisable southerly to Osoyoos lake; also from Nicola northerly past Nicola and Stump lakes to the south Thompson river eastward of Kamloops, thence to Kamloops. At the same session of the B.C. Legislature an act was passed incorporating a company with the title of the Nicola Valley Ry. Co., with power to construct a railway from near Spence's Bridge on the C.P.R. transcontinental line, along the Nicola river valley to the western shores of Nicola lake, and a branch along the Coldwater river valley to its junction with the Voght river. The incorporators were J. M. Lefevre, S. Tingley and C. Whetnam. In 1892 the Dominion Parliament voted a subsidy of \$3,200 a mile for 25 miles from Spence's Bridge towards Nicola lake, and in 1894 a subsidy at the same rate for a further distance of 28 miles was voted. Nothing in the way of construction was done under this act, and the subsidies lapsed. The N.K. and S. Coal and Ry. Co. did not do any construction either, but in 1903 the B.C. Legislature revived and confirmed its powers, and gave it power to construct an extension of its railway