

signed by D. D. Mann, of Mackenzie, Mann & Co., Toronto. (Sept., 1903, pg. 307.)

Quebec Southern Ry.—The Receiver in charge of the operations of the Q.S. Ry., in a report to the court, states that 30,000 ties have been purchased out of the surplus earnings of the line, and placed in the roadbed. Some material repairs to culverts and bridges had been made. An extension into Pierreville has been completed. (Jan., pg. 8.)

Southwestern Traction Co. (Electric).—We were informed Aug. 9 that track had been laid from London to Dingman's Creek, a mile or so below the village of Lambeth, Ont. The grading had been completed to the heights overlooking St. Thomas, and track was being laid northerly to meet the branch at Dingman's Creek. It was expected to have the whole of the steel laid by the end of Aug. Preparations were being made for the construction of the overhead work and of the power house. (Aug., pg. 279.)

St. Joseph and Stratford Electric Ry.—Press reports state that the charter of this projected railway has been acquired by the C.P.R., and that its terminal on Lake Huron will be changed from St. Joseph to Grand Bend. (July, pg. 235.)

Suburban Tramway and Power Co.—This company, which was incorporated at the last session of the Quebec Legislature to construct electric lines in the vicinity of Montreal, has been organized with the following officers and directors: President, Hon. L. J. Forget; Vice-President, K. W. Blackwell; other directors, Lieut.-Col. Henshaw, Sir H. M. Allan, P. Gilbert. General Manager, W. G. Ross; Secretary, P. Dubee. These are all associated with Montreal Street Ry. Co., and it is stated that the principal line which will be constructed will be one to serve the Longue Pointe district, which the Montreal Park and Island Ry. Co., owned by the Montreal Street Ry. Co., has been enjoined from constructing at the suit of the Montreal Terminal Ry. Co. (July, pg. 235.)

Temagami Ry.—An act was passed at the recent session of the Dominion Parliament authorizing an extension of time for the commencement and completion of the projected railway. (Jan., pg. 9.)

Temiscouata Ry.—The act passed at the recent session of the Dominion Parliament to issue about \$250,000 of prior lien bonds, will enable the company not only to discharge its liabilities in England, but will enable it to carry out a number of much needed betterments and to provide additional rolling stock. The expenditure on betterments, etc., is to be spread over three years. The betterments proposed to be made on this line include filling up trestles and putting in two or three steel bridges on masonry abutments, together with the completion of the ballasting and such like work. The ballasting is now in progress.

Temiskaming and Northern Ontario Ry.—Grading has been completed into New Liskeard, 112 miles from North Bay, Ont., and the bridge and trestle work is well advanced. Tracklaying is progressing rapidly and ballasting is being proceeded with. The line is expected to be completed early in Oct., and to be ready for the formal opening by the winter. Tenders have been received for the erection of station buildings at Temagami, mileage 72; Haileybury, mileage 106, and New Liskeard, mileage 112, the points where there is at present considerable traffic of construction, the commission in charge of the townsite plots and a number of C.P.R. and G.T.R. officials recently went over the some townsites, and the railway men discussed traffic possibilities. The surveys for the extension north from New Liskeard to Lake Abitibi are well advanced, and the con-

tractor has been arranging for proceeding with construction work. (July, pg. 235.)

Toronto and Hamilton Ry. (Electric).—The township council of Saltfleet, Ont., has given permission to the T. and H. Ry. to cross Hamilton Beach within the area of the G.T.R. right of way. The company has reached an arrangement with the G.T.R. for the use of its right of way or tracks between Burlington and Stoney Creek, Ont. Several meetings between W. T. Jennings, Engineer, and the Hamilton City Council have taken place in respect of the right of way over the portion of the beach outside the jurisdiction of the Saltfleet township, and the entrance into Hamilton. Several plans have been filed with the authorities showing various routes, but until all questions are settled the Chief Engineer says that it is not possible to give details of the route. A report from Hamilton, received as the matter is being closed up, states that the plan to circle Hamilton Bay has been abandoned, and that Hamilton will be reached by a spur line from Stoney Creek.

The plans deposited at Ottawa show a line leaving Toronto near the Canada Foundry Co.'s property at Davenport, crossing under the C.P.R. and G.T.R. tracks near the bicycle works on the Weston road, and the C.P.R. near Lambton Mills; thence keeping well back from the lake shore in an air line, as nearly as possible, to Burlington. (Aug., pg. 279.)

Toronto, Hamilton and Buffalo Ry.—Work has been started at Brantford, Ont., on the improvement of the road bed, and the other betterments contemplated at the station buildings and yard. (Aug., pg. 279.)

Toronto and Mimico Ry. (Electric).—After considerable negotiation and several meetings before the Ontario Railway Commission, an arrangement was come to in reference to the location of the line at Lorne Park, on the extension from Long Branch to Oakville, Ont., and an order was made giving effect to the new proposal. (Aug., pg. 279.)

Toronto and Scarborough Ry. (Electric).—A considerable section of this line from the Woodbine, Toronto, to Scarborough has been re-ballasted, and the rails renewed.

Toronto Ry. (Electric).—The work of installing the additional power plant is being pushed forward, and it is expected that it will be fully completed early in Oct. The new installation will provide about 30,000 extra horse power. (July, pg. 235.)

Vancouver, Victoria and Eastern Ry. and Navigation Co.—Press reports state that it is expected to have the grade for the line from Grand Forks to Phoenix, B.C., to be completed and ready for tracklaying by Sept. 15. (Aug. pg. 279.)

The West Canadian Collieries (Ltd.) is the title under which a British company was incorporated at the last session of the Dominion Parliament to carry on a mining business and to operate railways in B.C., the Northwest and Yukon Territories. It is empowered to take over the Cardiff Ry. (unbuilt) and the Union Gold Fields of B.C. (Ltd.), which has a charter to construct a railway. (Mar., pg. 83.)

Western Alberta Ry.—A subsidy was voted last session of the Dominion Parliament, under the revised conditions, of a minimum of \$3,200 a mile for a line from the International boundary west of range 27 northwesterly towards Anthracite, Alta., not exceeding 50 miles. This is in lieu of a subsidy for a similar line voted in 1899.

Winnipeg and St. Andrews Ry.—The necessary franchises have been obtained for the construction of a railway from Winnipeg to St. Andrews, and it is hoped that the line will be constructed within the next year. The officers of the company are: President, E. F.

Hutchings; Vice-President, R. J. Hutchings; Secretary-Treasurer, B. J. Denby; the offices being in Winnipeg. (July, pg. 287.)

Winnipeg, Selkirk and Lake Winnipeg Ry.—We were recently advised that the work in progress during the current season had consisted of some ballasting and the acquisition of additional rolling stock and equipment. The company has power to operate its line by steam temporarily, but is figuring on a source for obtaining electric power. Arrangements had not been made for getting any running rights over the Winnipeg city streets. A train service was placed in operation Aug. 29, the formal opening having taken place Aug. 27. (June, pg. 183.)

Ontario's Government Railway.

The railway from North Bay to New Liskeard, 112 miles, now approaching completion, under the title of the Temiskaming and Northern Ontario Ry., at the cost of the Ontario Government, is also to be operated by the Commission, under the charge of which it was constructed. Nothing definite has yet been decided as to the number of the operating officials who will be appointed, their titles, or other matters relating thereto. The line will have its own freight yard at North Bay, at the point where connection is made with the C.P.R. tracks, but there will be no station or terminal buildings. An agreement has been executed between the Commission and the C.P.R. for the use of that company's terminals at North Bay, and for trackage rights over the line from North Bay to Nipissing Jct., where connection will be made with the G.T.R. The text of this agreement was published in full in the second annual report of the Commission. Prior to entering into the agreement the Commission approached the management of the C.P.R. and the G.T.R. on the subject of terminal facilities. The G.T.R. management expressed a willingness to enter into a joint agreement for the construction of a line from Nipissing Jct. to North Bay, including the putting in of a terminal yard and engine house at the latter point, if a contract were entered into for at least five years. The Commissioners could not agree to this, and negotiated with the C.P.R. which had offered to grant the use of its terminal facilities on terms to be agreed upon. The agreement entered into as a result provides for trackage rights between North Bay and Nipissing Jct., and the use of the C.P.R. yards, roundhouse, and other terminal facilities, including the services of the staff. The Commissioners are to pay \$2.40 for each passenger train, and \$2.80 for each mixed, freight or other train run between North Bay and Nipissing Jct., and 50 cents a car for all cars arriving at or leaving North Bay, except cars of carload freight destined to points on or via the C.P.R., or arriving at North Bay from points on the C.P.R. for points on the T. and N.O. Ry.; the minimum sum to be \$4 for a single train. An additional charge of 25 cents a ton will be made for all freight handled at the C.P.R. freight sheds. The Commissioners will also pay the cost of a telegraph operator at the point of junction of the two lines. In respect of passenger trains, \$1 a car will be charged for cleaning and repairing, etc., plus 10% on the cost of all materials used or supplied; and for repairs, etc., of freight cars 10% on the cost of materials used or supplied. In respect of locomotives, the charges shall be \$1.40 for handling, etc., 25 cents per tender for water, repairs and materials at cost plus 10%; and coal at cost plus 10 cents a ton for accounting. The connection with the C.P.R. shall be made by that company, but at the cost of the Commission. Differences are to be settled by arbitration, and the contract is terminable by either side on giving 12 months' notice.