

the mileage by 3,450 ft., and take out a considerable amount of curvature. The work includes a fill 40 ft. deep. (Sept., pg. 315.)

Quebec and Lake St. John Ry.—A contract has been let for the construction of a line of three miles from Valcartier, 16 miles from Quebec, northwesterly, the grading, etc., to be completed early in Dec. This branch, known as the St. Gabriel branch, will form part of a projected line 15 miles in length in the township of Gosford. E. Conway, Quebec, is the contractor, and A. E. Ducet, Chief Engineer, will supervise the construction.

Quebec Bridge and Ry. Co.—A. E. Hoare, Chief Engineer, is making surveys to connect with the bridge the various lines of railway converging on Quebec. The company has secured the right to construct lines from the bridge to connect with the various railways, the object being to secure the interests of the Bridge Company. The construction of the line to connect with the Intercolonial Ry. is being proceeded with, the damage done by the floods on the Chaudiere River having been repaired. The steel work for the superstructure is being delivered, and considerable progress has been made with the erection of the false work. (June, pg. 189.)

Quebec, New Brunswick and Nova Scotia Ry.—Plans have been filed with the Registrar of Quebec County showing the route of a projected branch line from a point on the company's authorized line, running through Rang de la Petite, Riviere St. Charles, St. Ignace, St. Joseph ou Lepinay, Dorsainville and Charlesbourg, to the Quebec and Lake St. John Ry. in St. Roch nord. (Sept., pg. 315.)

Reid Newfoundland Ry.—New station buildings have been opened at Clarke's Beach and Alexander Bay.

St. Thomas, Ont., Electric Ry.—A proposal to submit a by-law to the taxpayers to provide funds for an extension of the street railway to Port Stanley, was voted down in the city council. The resolution submitted also instructed the City Engineer to prepare plans of the route and estimates of the cost of the proposed extension.

South-Western Traction Co. (Electric).—Tracklaying has been completed from Lambeth to St. Thomas, Ont., on the line from London to St. Thomas. Ballasting is in progress. E. K. Scott, of London, Eng., one of the consulting engineers of the construction company, recently inspected the work being done, and was accompanied by A. Zelewsky, who is connected with the company which is manufacturing part of the electrical equipment. The overhead work will not be gone on with until the spring. The engineers are considering sites at London, Lambeth, and St. Thomas for a power house. (Sept., pg. 317.)

Suburban Tramway and Power Co.—A by-law has been passed by the village of Longue Pointe, Que., giving the company a franchise for an electric railway. (Sept., pg. 317.)

Temiskaming and Northern Ontario Ry.—Tracklaying to New Liskeard, Ont., 112 miles from North Bay, has been completed. A subsidence on the line at about 30 miles from North Bay, was reported on Oct. 15, which has temporarily stopped trains running through, and will necessitate a good deal of filling in before a permanent roadbed is again secured. A landslide occurred about 1½ miles south of New Liskeard, a few days after track was laid. At this point there is a fill about 400 ft. long by from 15 to 20 ft. deep, and of this about 200 ft. went out, leaving the ties and rails suspended. The damage was repaired in a few days. Grading is in progress north of New Liskeard, and it is expected that some miles of track will be laid north this season. (Sept., pg. 317.)

Toronto and Scarboro Ry. (Electric).—The Scarboro township council has passed a by-

law granting a perpetual and exclusive franchise to the T. and S. Ry., E. L. and P. Co., for an extension of six miles from its present terminus at Halfway House to Highland Creek. The extension is expected to be completed this year.

Toronto, Hamilton and Buffalo Ry.—The blacksmith and machine shops at Hamilton, Ont., were damaged by fire to the extent of \$35,000, recently. Several passenger and freight cars were burned. The shops are to be rebuilt at once.

Permission has been given by the Railway Commissioners for the construction of a 61 ft. through plate girder span bridge over Aberdeen ave., Hamilton, to replace an existing bridge. Outside the additional tracks being laid at Hamilton and Welland, Ont., nothing definite, we are advised, has been determined in the way of enlarging the terminals at these points. (Sept., pg. 317.)

Toronto Ry. (Electric).—The new power plant was fully installed early in Oct. as was expected, but a few days afterwards one of the new generators was accidentally burned out, thus making a reduction of 1,600 h.p. The damage was estimated at \$40,000, and was expected to be fully repaired by the end of Oct. (Sept., pg. 317.)

Toronto Union Station.—The application of the G.T.R. for the expropriation of the land in the burned-out district of Toronto, south of Front Street, came before the Railway Commission at Ottawa, in Oct. The whole matter was thoroughly discussed and it was generally agreed that the terms of expropriation will provide for a leasehold of land and streets for 50 years, to be arranged between the city and companies. The land will only be used for station purposes. The station is to be built by the G.T.R. for themselves, the C.P.R. and the Canadian Northern Ry. It will be a passenger depot for the three railways, and be available for any other railway requiring to use the same. The station is to be of at least the value of \$1,000,000, and to be started within one year and completed within three years. Until the station is completed provision must be made for the Canadian Northern passenger trains as soon as required. If Bay and Lorne Streets are closed, provision is to be made at or near Bay Street for access to the water front by a bridge or other reasonable means for foot passengers. The station will be sufficiently far back, say, 20 ft. off the street. The plans will require to be submitted to the city inspector of buildings and the city by-laws conformed to. The railway company will indemnify the city against all lawful claims for damages to property (injuriously affected) arising by reason of the closing of the streets referred to and any reasonable costs incurred in reference thereto. In the discussion it was stated that it was proposed to provide 48,000 square ft. for the purposes of the express companies. The Dominion Government will give over its present examining warehouse for railway purposes, and a new examining warehouse west of the custom house, will be erected on the south side of Front Street, and west of this provision will be made for the erection of a new General Post Office. This will give the Government the south side of Front St., from Yonge St. to Bay St., for its purposes, and the railways the rest of the burned-out district. Prior to the fire the post office department had practically arranged with the city for a site near the present Union Station for an office where the incoming mails would be distributed to the various stations throughout the city. The formal order was subsequently issued. The order specifies that the buildings shall be set back 25 ft. from Front St., instead of 20 ft., as mentioned; the cost of the building must be at least \$1,000,000, and it is to be completed within three years. Accommodation is to be arranged for the

Canadian Northern Ry., and for any other line desiring admission; and upon demand, the C.N. Ry. is to be given access to the present Union Station. Provision is made for the closing of certain streets and for protecting the interests of various persons.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—Tracklaying has been completed on the extension from Grand Forks to Phoenix, B.C. The three-span Howe truss bridge over the north fork of the Kettle River has been completed, and the track laid on the spur into the Granby smelter. A feature of the line is the trestle bridge over Deadman's gulch, near Phoenix, 165 ft. high. The maximum gradient is 3%. The line, which is 30 miles in length, was expected to be completed by the end of Nov. A spur line of about a mile is being constructed from Phoenix into the Rawhide mine.

J. C. Eden, Assistant General Traffic Manager, Great Northern Ry., Seattle, Wash., which company is building the V.V. & E. Ry., recently went through the Boundary country, and in an interview stated that there were no insuperable difficulties along the whole route, in fact it is all comparatively easy to the coast after Anarchist Mountain is passed west of Midway. To overcome that mountain there is a choice of three routes—one involving a deflection of 65 miles south, another of 25 miles, and one through the mountain by a succession of tunnels. It is probable that choice will be made of the second route, which carries a little less than 2% gradient. The line is now located six miles west of Oro. From there westward there is nothing done on location. Not far from Midway contractors' outfits are in readiness to begin grading westward as soon as orders are received from headquarters. Oro is the last point touched south of the boundary, from whence the line turns sharply northward into the Similkameen. Oro is about 30 miles westerly from Midway. (Sept., pg. 317.)

Vancouver, Westminster and Yukon Ry.—The V.W. and Y. Ry. has a train service in operation between Vancouver and Westminster, B.C. Concrete piers are being built for a steel bridge across False Creek, to replace the present trestlework.

Winnipeg Electric Street Ry.—The connection between the street railway tracks in Winnipeg and the tracks in St. Boniface, Man., across Norwood bridge, has been completed and a 20 minute service is being maintained.

Yonge Street Bridge, Toronto.—An Order-in-Council has been issued directing that a bridge be built over the tracks of the G.T.R. and the C.P.R., at the foot of Yonge St., Toronto, at the joint cost of the two railway companies. The order sets forth that construction was to be commenced Oct. 15, and that the bridge was to be completed in six months. The order does not say who is to build the bridge, whether the railway companies or the city council. The plans to be followed, however, are those prepared by J. Williams, Assistant City Engineer, which were filed with the Railway Committee of the Privy Council, prior to its being done away with by the Railway Act, 1903. It is understood that the G.T.R. and the C.P.R. contemplate appealing against the order, and that as a result nothing is likely to be done in the way of construction this winter.

C. L. Williams, City Passenger and Ticket Agent C.P.R., Chicago, Ill., writes: "I take a great deal of pleasure in reading the copies of THE RAILWAY AND SHIPPING WORLD, for they contain very valuable information, and I think that every railway man should subscribe for the paper, for it is a dollar well spent."