

thern, to Republic, Wash., via Kettle River and Cascade, B.C., a total distance, including branches, of about 108 miles. This line will afford transportation to several large, rich and already well developed mining camps, and its opening for traffic will be followed by the development of many properties that have been waiting for rail transportation. It is expected that this line will add largely to the Co.'s traffic and revenue."

Halifax and South Western Ry.—Preliminary surveys have been made covering nearly the whole of the route between Halifax and Barrington, and the plans are being prepared to be laid before the N.S. Government for approval. (Nov., pg. 335.)

Hope Mountain Exploration.—A member of the survey party is reported to have stated that the summit is overcome through a pass at an elevation of 4,000 ft. above sea level, that the grade on both sides will be 2½%, that there are no great obstacles to be overcome, and that the distance from Hope to Princeton, B.C., by it is 77 miles. The distance by the Nicolum creek from Hope to Princeton is 65 miles, but is impracticable for railway purposes, an elevation of 5,000 ft. having to be overcome. (Nov., pg. 336.)

Intercolonial Ry.—The roundhouse at Moncton is being enlarged in order to make room for the locomotives lately added to the equipment.

Work has been commenced on the foundations for the roundhouse in the new yards at Gilbert's island, St. John, N.B. Tracks for the accommodation of 500 cars are being laid in the yard.

Ballasting operations on the Cape Breton division have been suspended for the season. Three ballasting trains and a force of 125 men have been employed on the work. The whole of this division has been relaid with 80 lb. steel rails, with the exception of 4 miles at West Bay road, and 2 miles from North Sydney Jct. towards Leitch's creek.

Inverness and Richmond.—Passenger trains are being run to Hawkesbury, N.S., where a station is being erected, and the line to Point Tupper will be in operation in a few weeks. This will give the Co. a connection with the I.C.R. The station building at Hawkesbury will be 38 ft. by 24 ft., and will have two waiting-rooms, baggage-rooms and offices. A freight shed is also to be built. (Nov., pg. 337.)

Kingston and Pembroke Ry.—The surveys for the branch from Sharbot lake to Carleton Place, via Lanark, 36 miles, have been completed. T. W. Nash, of Kingston, had charge of the survey. The distance from Sharbot lake to Lanark is 24 miles, and it is 12 miles from Lanark to Carleton Place, where a junction will be effected with the C.P.R. line from Brockville to Arnprior, and with the C.P.R. branch line from Ottawa. The line will pass through a considerable section of uncleared country. There are few towns along the proposed route; the places served will include: Zealand, Playfairville, Fallbrook, Ferguson Falls, Watson's Corners, McDonald's Corners, Elphin and Lanark. The grade will not exceed 1% and the curves 4°. Two routes have been surveyed, but it is not yet decided which will be adopted. Much of the right of way is reported to have been purchased. It is not known what effect the absorption of the K. & P. Ry. by the C.P.R. will have on the projected work. (Sep., pg. 273.)

The Kitimaat Ry. was incorporated by the B.C. Legislature in 1898, and in 1899 the route was altered by an amending act, and the title of the Co. was changed to the Pacific and Peace River Ry. Co. J. H. Gray has been engaged in making a survey for the line, which is proposed to start from Kitimaat, a suggested terminus of the Canadian Northern Ry., through the Yellowhead pass, and the

terminus which Mackenzie, Mann & Co. proposed for their Yukon Ry. According to the latest reports the location surveyors have reached Little Canyon, where the line will cut the Skeena, about 35 miles from the head of the Kitimaat arm of the Pacific ocean. Mr. Gray has made a reconnaissance survey to Hazelton, and has found an easy route all the way. The total distance is about 110 miles. The right-of-way is being cleared, and it is reported that contracts for construction will be let in the spring. J. J. Stuart, one of the party of engineers, has returned to Victoria, and speaking of the route to be followed says it is through a level country, with no bridges of any account to be built. There are extensive copper deposits at the Skeena river, while beyond Hazelton, in the Buckley, a number of seams of coal have been discovered. See also Pacific, Northern and Omenica Ry., pg. 357.

Klondike Mines Ry.—E. C. Hawkins, heretofore General Manager of the White Pass and Yukon Ry., is said to be arranging for the construction of this line from Klondike city, a suburb of Dawson, to the mines on Eldorado, Bonanza and Dominion creeks. While it is intended to use steam as a motive power at the beginning, it is intended ultimately to use electricity.

T. W. O'Brien, Dawson city; J. A. Seybold, L. A. Bate, H. B. McGiverin, Ottawa and W. D. Ross, New Glasgow, N.S., were incorporated as the K.M. Ry. Co. by the Dominion Parliament in 1899, and last session the Co. was given until July, 1903, to begin operations, and until July, 1906, to complete the same. The Co. has extensive powers, as it may construct steam or electric railways or tramways within a large area, operate telegraph and telephone lines, and develop electric power and dispose of the same, and may connect its telephone and telegraph lines with similar lines in the U.S. (May, pg. 156.)

J. F. Lee, Traffic Manager of the White Pass and Yukon route, speaking of railway extension in the Yukon, says:—"These new roads will open up that tremendously rich country lying between Indian River and Quartz Creek, which is incomparably more valuable than any district in South America. Further, it is the richest mining district in the entire world."

Kootenay Central Ry.—The following directors and officers were appointed at an organization meeting held recently at Fort Steele, B.C.: Dr. Watt, President; R. L. T. Galbraith, Vice-President; J. T. Laidlaw, Secretary; A. C. Nelson, Treasurer; J. A. Harvey, Solicitor; and Dr. King, Director. Arrangements have been made for making the necessary deposit with the B.C. Government as security for the construction of the line. A preliminary survey will be made as soon as possible. The territory covered by the K.C. Ry. Co.'s charter extends through the valleys of the Kootenay and Columbia rivers, from the International boundary to Golden, on the main line of the C.P.R., and will be the connecting link through this valley between the C.P.R. main line and the Crow's Nest Pass line. Branches may run east and west from Fort Steele to the Upper Wild Horse and Bull river region, with the St. Mary's Valley, Kimberley, Skookum Chuck and Tracey Creek.

Lake Erie and Detroit River Ry.—A contract has been awarded to Ponsford Bros. for the erection of an 8-stall brick round house, a turntable and a coal dock on the site adjoining Pinafore park, St. Thomas, recently acquired. The report which has been current recently, that the Co. intended to erect shops at St. Thomas and would ask for a bonus from the city for that purpose is incorrect.

Application will be made at the next session of the Ontario Legislature for an act to confirm bylaws passed by the Orford, Ald-

borough and Dutton municipalities, granting bonuses to the Co.

A yard has been completed at Dutton for the shipment of live stock.

Press reports state that it is the intention of the Co. to extend its line through to Buffalo, but we are officially informed that this is very indefinite at present. (Sept., pg. 273.)

Lake of the Woods to the Gulf of Mexico.—A company is reported to have been chartered, under the laws of the State of Iowa, with a capital of \$100,000,000, for the purpose of constructing a line from the International boundary, at some point on the Lake of the Woods, to the Gulf of Mexico, as near to the 95th degree of longitude as possible. Galveston, Texas, is the port on the Gulf of Mexico, which is likely to be the terminus, and an air line from Beaudette, on the Lake of the Woods, to Galveston, would be about 1,500 miles. Direct connection could be made with the Canadian Northern Ry. at Beaudette.

Manitoba and Keewatin Ry. Co.—Howell, Mathers & Howell, solicitors, Winnipeg, give notice of application to the Dominion Parliament for an act incorporating a company under this name to construct a railway from Winnipeg or East Selkirk, northeasterly to the eastern boundary of Manitoba, thence easterly through the district of Keewatin to tide water at the mouth of the Severn river or southeasterly therefrom, with a branch line to Lake Winnipeg on one side and to the main line of the C.P.R. on the other.

Manitoulin and North Shore Ry.—Surveys are being prosecuted between Owen Sound and Tobermory, at the end of the Bruce peninsula, where a steam ferry will carry the trains across to Manitoulin Island. Mr. McCormick, the engineer in charge, states that active construction will be commenced next spring. (Nov., pg. 337.)

Manistique Rd.—This road, which runs from Germfask to Grand Marais, in the upper peninsula of Michigan, will build an extension of about 8 miles into Mackinac county, opening up a section of country that is not served by any railway. This line connects with the Duluth South Shore and Atlantic Ry. at Seney, and it is expected that it will in time be built to a connection with the "Soo" line near Corinne.

Michigan Central Rd.—A brick addition 72 ft. by 24 ft. is being built to the blacksmith shop at St. Thomas.

It is reported that a contract has been let for grading for the double-tracking of the line between Bismarck and Ridgetown, 18.1 miles, and that grading has been commenced between West Lorne and Rodney.

A large grain warehouse, it is stated, is to be erected at West Lorne.

Kingsmill, Hellmuth, Saunders & Torrance, solicitors, Toronto, give notice of application to the Dominion Parliament for acts to extend the time limited for the commencement and completion of the uncompleted lines or branches of the Canada Southern Ry. Co., and of the undertakings of the Canada and Michigan Bridge and Tunnel Co., and of the River St. Clair Ry. Bridge and Tunnel Co.

Middleton and Victoria Beach Ry. Co.—The Granville and Victoria Beach Ry. and Development Co. (Ltd.) was incorporated in 1897 by the Nova Scotia Legislature, with two years in which to commence its line; and in 1899 the time within which it was to begin operations was extended for two years. Last session a further act was passed reviving the charter and giving the Co., which was renamed the Middleton and Victoria Beach Ry. Co., (Ltd.), a further period of two years in which to begin work. A further amendment was made in the original act by authorizing the construction of the line from Middleton instead of from Bridgetown.

At a meeting for organization recently held in Halifax, the following officers were elected: