

survey for this section, but has since gone to Nova Scotia in connection with the Halifax and South Western Ry., and the construction is in charge of R. F. Tate, C.E., of MacKenzie, Mann & Co.'s staff. (Aug., pg. 231.)

**Northern Michigan Rd.**—It is said this Co. will commence building within the next four months a road from Sault Ste. Marie to the Straits of Mackinac, and that an order for an ice-crusher to run between Mackinac City and St. Ignace has been placed, which will connect with the Grand Rapids and Indiana Rd. at Mackinac City, now under the control of the Pennsylvania Rd. Co.

**The Nova Scotia Eastern Ry.** is the name under which the companies chartered to build lines from New Glasgow, N.S., and through the Musquodoboit Valley have amalgamated. The shareholders of the latter Co. have, at a meeting recently held in Halifax, agreed to the amalgamation, and confirmed the election of directors as agreed upon at a meeting in Montreal in June. The lines which the Co. is authorized to build under the Act total 210 miles, and will serve the north-eastern part of the mainland. Surveys have been made by Mr. Hendry, C.E., for lines from New Glasgow to Country Harbour, and from Country Harbour Cross Roads to Guysboro, with an extension to the Strait of Canso; and a line to the Musquodoboit Valley from Windsor Jct. Under the amalgamated interests the lines will be so constructed as to give through communication between the Intercolonial at Windsor Jct. and the Strait of Canso, with such branches as have been authorized to connect with the different points mentioned in the charters. H. Donkin, C.E., is making a survey of the route on behalf of the N.S. Government prior to the execution of the contract to build. It is understood that a very favorable route has been located, with grades not exceeding 1% and moderate curves. The President, Hon. J. R. Stratton, Provincial Secretary of Ontario, was in Halifax recently arranging for the contract with the Government, and for the early starting of construction. (Aug., pg. 231.)

**Nova Scotia Southern Ry.**—R. G. Hervey, of Boston, Mass., and associates have recently gone over the route of this line which was partially surveyed last year. It is hardly likely that construction will be gone on with in view of the contract which has been entered into between the N.S. Government and Mackenzie, Mann & Co. (June pg. 176.)

**Pontiac Pacific Jet. Ry.**—On the extension from Aylmer to Hull, Que., track has been laid from Aylmer to Deschenes, and grading has been commenced between Deschenes and Hull. (Aug., pg. 232.)

**Prince Edward Island Ry.**—The construction of the second caisson at the site of the Hillsborough River bridge is under way. It is 59 by 34 ft., and 39 ft. high. Dredging in the river is in progress, and the caissons will be put in position as soon as they are ready. (Aug., pg. 232.)

**The Quebec and James' Bay Ry. Co.** has made a careful exploration of the route of its proposed railway from Roberval, the terminus of the Quebec and Lake St. John Ry., and Nottaway, in James' Bay, a distance of 430 miles. The preliminary surveys show that the line will not be difficult to construct, as the summit between Lake St. John and James' Bay is only 1,300 ft. above sea level, which is said to be 300 ft. lower than that crossed between Quebec and Lake St. John. The grades would be 1% compensated maximum and the curvature would be 6°. Twenty miles are at present under construction by day labor, which it is expected to have completed this year. Surveys for the extension of the line are being made, and 60 miles additional will be located this year. A. E. Doucet, Quebec, is Chief Engineer. (Aug., pg. 233.)

**Quebec and Lake St. John Ry.**—B. A. Scott, Mayor of Roberval, in a recent interview stated that \$750,000 had been expended in improvements on this road during the last few years. The bridges had been strengthened, curves straightened out, and grades reduced, while the line was now being relaid with 80-lb. steel rails. (Aug., pg. 233.)

**Quebec and New Brunswick Ry.**—No construction will be done this year, but location surveys are likely to be made this fall, and it is expected that arrangements will be completed to enable construction to be started next spring. The promoters are making application for a subsidy from the Quebec Government for the 45 miles proposed to be built in that Province. (Aug., pg. 233.)

**St. John Valley Ry. Co.**—G. McAivty, H. D. Troup, J. Manchester, C. N. Skinner, A. I. Truman, A. G. Blair, jr., E. A. Smith, J. M. Smith, and W. W. Allen, were incorporated under this title at the last session of the New Brunswick Legislature to construct certain lines in the St. John Valley. Work to be commenced within two years and completed in six years. The capital is \$90,000, and bonds to the extent of \$15,000 a mile may be issued. (Aug., pg. 233.)

**The Shediac and Coast Ry. Co.** was incorporated by the New Brunswick Legislature in 1899, to build a railway from Shediac to or near Cape Tormentine. The proposed road would be a feeder of the Intercolonial Ry. The population interested in the proposed route number 10,000, and the whole district is settled and is one of the best agricultural districts in the Province. The annual value of the products of the country along the line, a distance of 40 miles, amounts to \$1,000,000, made up as follows: lumber, \$250,000; marketable potatoes, \$100,000; other farm products, \$250,000; fish, comprising canned goods, cod-fish, salmon, herring, smelts, mackerel and oysters, \$410,000. The grind and building stone quarries at Cape Bauld, on the proposed route, are renowned for their excellent quality, but the means of transportation is so limited that they cannot be profitably worked. The annual value of this industry is placed at \$50,000. Coal has been found in considerable quantities at different places along the route, and a few years ago a seam to the depth of 3 ft. was discovered, but owing to the lack of transportation facilities remained undeveloped. There are 61 lobster factories along the proposed line valued at \$43,000; there are 680 boats at these factories; the yearly cost of supplying each boat is estimated at \$700, and these supplies have now all to be teamed in from Shediac and other points. There are a number of other industries which would contribute to give the road a large trade, all of which would find its way to the I.C.R. Taking Moncton as a central point, the distance from there to Cape Tormentine by the Sackville and Cape Tormentine line would be 28 miles longer than by this proposed route and it is claimed that if the facilities for travel between the mainland and Prince Edward Island were improved between Cape Tormentine and Cape Traverse the difference in time would tell materially in favor of the proposed line, and as a winter mail and passenger service to and from P.E.I. it would have advantages over any other route. Subsidies have been granted by the Dominion and N.B. Governments, and a contract has been entered into with each Government. A survey has been made and plans filed. Jas. McQueen, barrister, Shediac, is Secretary of the Co. (Aug., pg. 233.)

**The Sydney and Louisburg Ry.** recently received 12 cars of heavy rails for a siding which it is putting down at the Sydney coke ovens.

**Temiscamingue Ry.**—A. W. Campbell, Engineer of Highways, etc., for the Ontario

Government, who recently visited the Temiscamingue district, says a suitable location has been found for the first 20 miles of the proposed Government railway to connect Old Ontario with the Temiscamingue region. The location chosen by Engineer Russell starts at North Bay, and after skirting easterly along Trout lake, turns to the north in the valley of the North river. The 20-mile section carries the line beyond the watershed or height of land immediately north of Lake Nipissing, and it is said that what is the most difficult section of the whole line has been found quite feasible, and will be overcome with lighter gradients than was expected. The line traverses a fine hardwood section of country, with good clay land. Mr. Russell proposes to go on with the reconnaissance work, and will, it is expected, complete the location of a line through to the head of Lake Temiscamingue, a distance of 100 miles, during the present year. (Aug., pg. 233.)

**Thunder Bay, Nipigon and St. Joe Ry.**—D. F. Burk, President, informed us on Aug. 5 that he had just returned with a party from an exploration trip over the southern portion of the projected road; that two exploration surveys had been made this year; that a regular location survey for the first 10 miles was just starting; that construction would commence about the middle of Sept.; that 10 miles of line would be completed this year; and that a locomotive had been bought. (Aug., pg. 233.)

**Tilsonburg, Lake Erie and Pacific Ry.**—Work has been commenced on the extension of this line from Tilsonburg to Ingersoll, Ont., 15 miles by Dart & Hamilton, of Ridgetown, who have the contract for the whole work of clearing the right of way, building culverts, stone work for bridges, ballasting and track-laying. It is to be completed by Nov. 1. The line will run very nearly north from Tilsonburg through the townships of Dereham and West Oxford and the small villages of Ostrander, Mount Elgin and Salford. The maximum gradient will be 1%, and the maximum curve 6 deg. 10 min. The country is quite rolling and the gradients will change very frequently. There will be no large bridges; nothing to exceed 16 ft. in length. The culverts will be mostly iron and concrete. The rails will probably be 65 lbs. There will be about 2 miles of sidings. The south end of the extension near Tilsonburg is not settled, the matter being before the Railway Committee of the Privy Council. Bell & McCubbin, of St. Thomas, are the engineers in charge of construction. (Aug., pg. 233.)

**Vancouver, Westminster and Yukon Ry.**—The Chairman, J. Hendry, of Vancouver, B.C., is reported to have stated recently that construction will commence as soon as rights to enter Vancouver and New Westminster have been obtained; that an engineer is being sent out at once on preliminary survey; that the road has been financed; that all that is being waited for is permission to operate in the cities mentioned, and that the part of the line from Vancouver to the Alaskan boundary will wait until the governments are again interviewed. The Co. was incorporated at the last session of the Dominion Parliament to construct and operate a railway from Vancouver to near the mouth of Fraser River, near New Westminster, also from Vancouver by way of Seymour Creek to Squamish valley, thence through Pemberton meadows to Lillooet, northerly to Quesnel, northwesterly to Hazelton, and northerly to the northern boundary of B.C. east of Teslin Lake; thence northerly to Dawson and along Yukon River to the westerly boundary of Yukon River; also to construct and operate branch lines not exceeding 30 miles in any one case. (June, pg. 177.)

**The Victoria, Vancouver and Eastern Ry.** is constructing so much of its eastern section