

to construct a subway under the St. Lawrence, with the necessary approaches in Montreal, and on the south side of the river, and branch lines to connect with the various lines on either side. For this purpose the Co. is given power to make the necessary agreements with the several railways. The capital is fixed at \$5,000,000, and power is given to issue bonds to the extent of \$5,000,000 on the subway, and up to \$50,000 a mile on its railways.

H. A. Hodge, President of the Quebec Southern Ry., and one of the principal promoters of this Co., states that plans have been prepared, that work will be commenced within 90 days after they are approved, and the undertaking completed within five years. The tunnel will commence at the South Shore Ry. near Longueuil, pass under St. Helen's island, and into Montreal to a central point in the east end, where a central station will be erected, and thence to the north side of the city, where connection will be made with the other railways. The subway will in reality be a double one, for there will be two tubes, each 27 ft. wide and 21 ft. high. That for cars, passengers and freight, will be double tracked. The second will be for teams and pedestrians, having drive and footways. It is estimated that the cost will range from \$4,000,000 to \$6,000,000. According to present plans the structure will be solid concrete and masonry, lined with white enamelled brick, and lighted with electricity. All the motive power will also be electricity, electric locomotives being utilized to haul the railway trains.

**The Montreal Terminal Ry.**, formerly the Montreal Island Belt Line Ry., now extends from Hochelaga to Bout de l'Isle, and an extension is to be constructed into the city to the corner of Craig st. and Hotel de Ville ave., about 6 miles. This is expected to be built this year, the terms of a 10 years' franchise having been agreed on between the M.T. Ry. Co. and the city. (April, pg. 143.)

**The Morden and Northwestern Ry. Co.** was incorporated by the Manitoba Legislature in 1901, to construct a railway from the international boundary to Morden, thence via Miami to Treherne, Carberry and Neepawa, thence to the boundary, with branches from Morden to the International boundary south of Snowflake, and from Morden to Winnipeg, and from this branch into Carman. At the recent session of the Legislature the Co. was given power to sell to or amalgamate with the Canadian Northern Ry. Co. (May, 1901, pg. 157.)

**Muskoka Electric Railway.**—A proposal is being considered for the construction of an electric railway from Maple Lake station, on the Canada Atlantic Ry., along Lake St. Joseph to Port Cockburn and Rosseau, Ont., about 12 miles. Two waterfalls along the projected route would furnish all the power necessary.

**Nepigon Ry. Co.**—F. S. Wiley, J. Whalen, Port Arthur, Ont.; N. W. Rowell, J. G. Shaw, Toronto; P. Weidner, Detroit, Mich., and M. B. Lloyd, Minneapolis, Minn., were incorporated under this title at the recent session of the Dominion Parliament, to construct a railway from Nepigon station, on the C.P.R.'s transcontinental line, to James Bay. The Co. is being promoted in connection with the Nepigon Pulp Co.'s undertaking. (Jan., pg. 4.)

**New Brunswick Coal and Ry. Co.**—In the N.B. Legislature recently Hon. Mr. Tweedie stated that the Government had entered into an agreement with this Co., by which its bonds were guaranteed. The first 15 miles were under contract, but tenders for the remaining 30 miles had not been submitted to the Government. A provisional contract had been entered into with the Dominion Government, by which 60,000 tons of coal were to be purchased annually from the Co. Arrangements had been made for the operation of the line from Norton to Gibson by the

N.B.C. & R. Co. as one line, an option having been obtained on the Central Ry. of N.B., 45 miles in length, from Norton to Chipman at \$4,000 a mile. It was proposed to pay for this line by the issue of 6% 1st mortgage bonds.

Grading is proceeding rapidly on the line between Chipman and Newcastle, 15 miles, and J. Barnes, M.L.A., the contractor, states that track will be laid during the summer. It is reported that the James Barnes Construction Co. (Ltd.) has been given the contract for the construction of the 30 miles from Newcastle to Gibson. (April, pg. 143.)

**The Niagara, St. Catharines, and Toronto Ry. Co.**, was given power at the recent session of the Dominion Parliament to acquire and hold or sell the bonds or securities of other electric railway companies; and to issue bonds to the extent of \$250,000 on its miscellaneous property. It was given an extension of time for three years to extend its line to Hamilton, and five years to extend its line from Hamilton to Toronto. (April, pg. 143.)

**Nipissing and James Bay Ry.**—It is not likely that there will be any construction done this season. (Jan., pg. 4.)

**Nipissing and Ottawa Ry. Co.**—J. Pearson, W. Clark, J. H. Denton, Toronto; and J. H. Taylor, York Township, were incorporated under this title at the recent session of the Dominion Parliament to construct a railway from the south-east end of Lake Nipissing across the township of Ferris to Trout lake; thence through the townships of French and Phelps to the Ottawa river, near the Opepican river. The Co. was also given power to carry on a general navigation business on navigable waters opened up by its line; and also to enter into agreements with the C.P.R., the G.T.R., or other railway companies for amalgamation or otherwise.

**Northern Colonization Ry.**—See under C.P.R., Betterments, Construction, etc.

**North Shore Power Ry. and Navigation Co.**—W. and J. Clarke, T. Meaney, Toronto; J. and G. Clarke, of New York city, were incorporated under this title at the last session of the Dominion Parliament with power among other things, to construct a railway to be operated by steam or electricity from Seven Islands Bay, on the St. Lawrence river, to the Co.'s works on Ste. Marguerite river, not exceeding 10 miles. It is stated that \$1,000,000 will be expended on the erection of a pulp mill, and other works during the year.

**Nova Scotia Eastern Ry.**—M. H. Fitzpatrick recently drove over a suggested route for the line by the shore to Musquodoboit Harbour, and thence up the valley. The Dartmouth Board of trade favors this route. It passes through a well settled country, and the only objection to it is said to be its length. (April, pg. 143.)

**The Nova Scotia Steel and Coal Co.**, in addition to its line from Ferrona Jct. to Sunny Brae, N.S., 12.5 miles, has a line 5.15 miles in length, which is used for colliery purposes only, to convey coal from the old Sydney mines, in the town of Sydney mines, to the shipping pier at North Sydney; and which is connected with the I.C.R. by a short branch line to North Sydney station. It is to be relaid this year with 80-lb. rails.

**Ontario Electric Co.**—The projected route of the electric railway authorized to be constructed by this Co. between Toronto and Ottawa, passes through 47 townships, and they are being asked to give a free right of way and exemption from taxation for at least 20 years. G. E. Sleeper, C.E.; A. D. Dowd; G. E. Smith, of Boston, and J. Carson, Kingston, Ont., have been driving over the route, and it is reported that plans are about completed, and that work will be commenced on

the section between Kingston and Brockville this year. (April, pg. 144.)

**The Ontario, Hudson's Bay and Western Ry. Co.**, which has Dominion and Provincial charters to construct a railway from Sault Ste. Marie, Ont., to Hudson's bay, was at the recent session of the Dominion Parliament granted an extension of 10 years within which its line may be constructed. Its Provincial charter was amended at the last session of the Ontario Legislature, by extending the time for the commencement of construction to 1905, and completion to 1910. (Feb., pg. 60.)

**The Orford Mountain Ry. Co.** was, at the recent session of the Dominion Parliament, granted until 1907 to construct the lines authorized in its act of incorporation, Quebec statutes, 1888, chap. 98. At the recent session of the Quebec Legislature, the time within which the Co. may complete its undertaking was extended to Dec. 31st, subject to the conditions contained in 62 Vict., sec. 4, chap. 4. (May, 1901, pg. 157.)

**The Ottawa, Brockville and St. Lawrence Ry. Co.** was incorporated by the Dominion Parliament in 1900, with power to construct a railway from Ottawa to Brockville, Ont., and operate a ferry service on the St. Lawrence between Brockville and Morris-town, N.Y. The Co. may amalgamate with the Ottawa Electric Ry. Co., the Canada Atlantic Ry. Co., the C.P.R., the G.T.R., or the Brockville, Westport and Sault Ste. Marie Ry. Co., and was authorized to develop electrical power, but was prohibited from operating street railway lines in Ottawa and Hintonburg. At the recent session of the Dominion Parliament an extension of time until 1904 was granted for the commencement of the lines. (Aug., 1900, pg. 241.)

**Ottawa Electric Ry. Co.**—An arrangement has been made with the City Council for the improvement of Bank st. by laying 72-lb. rails, work to commence in July. The Council has granted permission to the Co. to lay a single track on George st., between Dalhousie and Sussex streets.

**Ottawa Northern and Western Ry.**—Some preliminary work was done a year or two ago on the extension to Maniwaki, and since the line passed under the control of the C.P.R. a contract has been let to H. J. Beemer to construct the 23 miles to that point from the present terminus at Gracefield. Sub-contracts have been let to D. R. McDonald, R. L. McDonald, and A. F. Mulhern, for grading, track laying, ballasting, etc. The grading, although by no means a light contract, will not be as heavy as some of the sections already constructed on the line. There will be no bridges, there being only a few small streams to cross. Both the gradients and the curvature will be light as compared with other sections of the line. G. C. Dunn, formerly Chief Engineer O.N. and W. Ry., will have charge of construction. (May, pg. 162.)

**Pacific, Northern and Omineca Ry. Co.**—J. Irving, H. F. Bullen and F. B. Gregory of Victoria, B.C., were incorporated under this title at the recent session of the Dominion Parliament, to construct a standard gauge railway from Kitimaat Inlet, B.C., via Hazelton, to Teslin Lake; also from Hazelton, via the Omineca and other rivers, to Peace River Pass, and thence to Edmonton, Alta.

At the current session of the B.C. Legislature an Act was passed authorizing the P.N. and O.R. Co. to construct in addition to its other lines a branch from near Hazelton to the junction of the Bulkley and Telqua rivers, and to issue bonds to the extent of \$35,000 a mile on its lines. (Jan. pg. 4.)

**Peterboro.**—Tenders were recently invited for the construction of a concrete dam and railway bridge at Peterboro, for the American Cereal Co. C. H. Keefer, C.E., Ottawa, is the engineer in charge.