

section in the U.S. from Jennings to the boundary. It is expected that the line will be in operation as far as Elko by July. (Jan., pg. 2.)

The Cumberland Ry. and Coal Co. will probably relay some 21 miles of its line with 80lb. rails, having ordered a consolidation locomotive 21 by 28. The question of relaying the balance of the line with heavier rails is also under consideration.

Dawson City Electric Ry. Co.—H. B. McGivern, solicitor, Ottawa, gives notice that application will be made at the ensuing session of the Dominion Parliament for an act incorporating a Company under this title to operate an electric railway or tramway within Dawson and Klondike city, Yukon, and within 3 miles thereof, with rights of way through and over all public roads, streets, trails and bridges, and with other powers.

Duluth, Virginia and Rainy River.—It is reported that track has been laid from Virginia, Minn., to which point the G. N. Rd., U.S., Duluth, Missabie & Northern Ry., and the Duluth and Iron Range Rd. run, to Rice lake, about 20 miles, and that a contract has been let for the construction of the line from this point to Koochiching, Minn., opposite Fort Frances, Ont., a further distance of about 80 miles, and for 40 miles of branches. (Dec., 1901, pg. 354.)

Edmonton, Yukon and Pacific Ry.—With one exception the bridges are completed and grade was expected to be ready for the track layers by the end of Jan. (Jan., pg. 2.)

The Essex and Kent Radial Ry. Co., which was incorporated by the Ontario Legislature in 1901, is applying to the Legislature this year for an act giving it an extension of time for a year within which construction may be commenced on the lines authorized, and for which local franchises have been obtained; and for power to enable it to issue bonds to the extent of \$20,000 a mile of line constructed. (May, 1901, pg. 159.)

Essex Terminal Ry. Co.—F. A. Hough, solicitor, Amherstburg, gives notice of application to the Dominion Parliament at the ensuing session for an act incorporating a Co. under this title with power to construct a railway from Walkerville, Ont., through the townships of Sandwich east and west, and the city of Windsor to the town of Sandwich, and to enable the Co. to use electricity as a motive power.

Fraser River Bridge.—See pg. 51.

Gaspe and Western Ry. Co.—Notice is given of application to the Quebec Legisla-

ture for an act to incorporate a company under this name, to construct a standard or narrow gauge railway, to be operated by steam or electricity, between Fraserville to Gaspe Basin, with power to purchase and operate the Bay des Chaleurs Ry., and the Atlantic and Lake Superior Ry., or any portion of them, to carry on a general navigation business, and to operate telephone and telegraph lines in connection with its railway. (Jan., pg. 2.)

Goderich Radial Electric Railways.—Application is being made at the current session of the Ontario Legislature for an act to incorporate a company to construct a system of electric railways radiating from Goderich, through the counties of Huron and Bruce. (Oct., 1901, pg. 307.)

The Great Eastern Ry. Co., of which H. J. Beemer is president, and which has a charter to construct a line from Huntington to Levis, Que., with power to build branches, and to connect with a bridge over the St. Lawrence at or within 12 miles of Montreal, will apply to the Dominion Parliament next session for an act extending the time for the completion of its undertaking. This is one of the lines which it was proposed to amalgamate with the Atlantic and Lake Superior Ry. Co.'s projected system from New Carlisle, or Gaspe basin, Que., to Sault Ste. Marie, Ont., but which are now part of the Quebec Southern and South Shore Ry.

The Great Northern Ry. of Canada has let the contract for the construction of the cut-off from St. Catherines, Que., to Garneau Jct., 58 miles, and clearing will be done during the winter. The whole work is expected to be completed by Nov. The cut-off will save 17 miles in the distance between Quebec and Montreal on the Co.'s line.

A branch line is projected from Ste. Julienne to Rawdon, a distance of 8 miles, and another from St. Thecle to La Tuque. (Jan., pg. 3.)

Great Northern Ry., U.S.—Press reports state that with the exception of three small gaps, where considerable rock cutting has to be done, the grading between Marcus, Wash., and the International boundary has been completed. A night gang will, it is said, shortly be put on. A track laying machine is at Marcus ready for work.

It is reported that the G.N. Ry. and the Burlington Rd. have arranged to build a line through Montana from Billings to Great Falls, to connect the two systems. The G.N. Ry. will, it is said, build the section from Oko to Great Falls, where connection will be made with the Great Falls and Canada Ry., and via

that line with the Alberta Ry. and Coal Co.'s line.

It is proposed to build a line from Kalispel, Mont., on the G.N. Ry. main line to Missoula, on the Northern Pacific Rd., for the purpose of carrying B.C. coal and coke, which will be brought in from Fernie, B.C., via the Crow's Nest Southern Ry., now under construction to Jennings, Mont., to U.S. points.

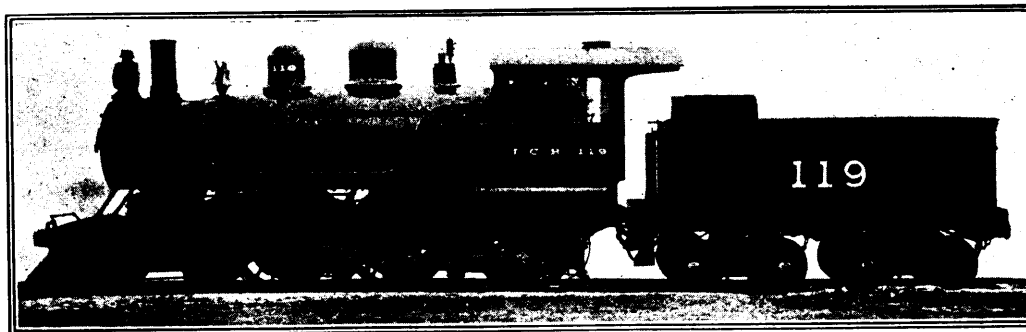
The Haliburton, Whitney & Mattawa Ry. Co. is applying at the present session of the Ontario Legislature for an act extending the time within which it may commence and complete its undertaking, and to have some changes made in the route. This Co. was incorporated by the Ontario Legislature in 1899, with Hon. G. A. Cox, W. H. Browse, C. J. Campbell, J. W. Flavell, J. J. Gartshore, W. H. L. Gordon, J. Graham, J. Hoskin, J. S. Lockie, H. Mooney, E. O'Keefe, E. Rogers, W. Mackenzie and Z. A. Lash, as incorporators, with power to build a line from Haliburton via Whitney to the Ottawa river at Mattawa, the work to be commenced within three years and completed within five years.

A Dominion charter for the construction of a line from Gelert or Haliburton to Mattawa expired in 1901, the promoters having obtained extensions of time in 1897 and 1899, and in 1900 a subsidy at the rate of \$3,200 a mile for the first 12 miles of the line was voted.

Halifax & Southwestern Ry.—H. K. Wicksteed, C.E., has returned to Toronto, having completed the surveys for the different routes for this projected line from Halifax to Barrington Passage, N.S. Nothing will be done in the way of locating the route until after the meeting of the Legislature at which the contract between the Government and Mackenzie, Mann & Co., will be submitted for ratification. Construction will probably be started immediately thereafter as everything is ready for proceeding with the location surveys as soon as the route is settled. The Halifax Board of Trade in its annual report says the interests of the whole Province will be best served if the route proposed for the South Shore Ry. were followed as closely as the engineering necessities will permit. (Jan., pg. 3.)

Hamilton and Caledonia Ry.—See Rapid Electric Ry. Co.

The Hamilton, Chedoke and Ancaster Electric Street Ry. Co. (Ltd.) was incorporated by letters patent in Ontario, Nov. 5, 1896, to construct an electric railway within the limits of the city of Hamilton and the townships of Barton and Ancaster. In 1899 by an



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