

last session of the Dominion Parliament a bill changing the name of the Co. to the Trans-Canada Ry. Co., and giving a further extension of time for 3 years was introduced, but it was not passed. To comply with the terms of the charter 10 miles of a line from Roberval, at the present terminal point of the Quebec and Lake St. John Ry., has been located by A. E. Doucet, chief engineer. J. Paquet was reported to have had a gang of men at work for some days prior to June 29, but on that day the first sod was formally turned, with a public ceremony. The Dominion Parliament has voted \$192,000 towards the construction of the first 60 miles of this line. The distance from Roberval to the mouth of the Nottoway on James' Bay is 380 miles. J. D. Guay, Mayor of Chicoutimi, in speaking at the dinner following the beginning of construction, said he regarded the railway as a link in a transcontinental line from Quebec to Port Simpson. The line would be shorter than the C.P.R., and would be so far from the U.S. boundary as to be of great strategic value for the transport of troops and provisions in case of war. He suggested a race between Ontario and Quebec for the great northern port.

**Quebec and Lake St. John.**—The contract for the construction of the steel bridge across the Jacques Cartier river near St. Catherine's, Que., on the extension from Valcartier to St. Catherine's, 4 miles, has been let. It is a steel bridge 450 ft. long and about 60 ft. above the river, consisting of three riveted truss spans, with short girder approaches. The substructure is being built by J. Paquet. (April, pg. 115.)

**Quebec and New Brunswick Ry.**—A subsidy was given by the Dominion Parliament in 1900 and was revised at the last session on the ground that the subsidy voted in 1900 did not correspond with the terms of the charter. The New Brunswick Government has given a bonus of \$2,500 a mile for 18 miles from Connors at the terminus of the St. Francis branch of the Temiscouata Ry. to the Quebec boundary. The object of the line as claimed by the promoters is to provide the shortest line through Canadian territory from Montreal and Quebec to the seaboard. The eastern portion of the route was surveyed years ago in connection with the I.C.R. original surveys, and was afterwards surveyed by the New Brunswick Ry. The western portion of the route was partially surveyed some time ago for the Quebec Government. Hon. J. Costigan, Ottawa, is President of the Co. (Aug., 1900, pg. 243.)

**Quebec Railways Aid.**—Replying to a deputation representing the counties of Yamaska and Nicolet, the Premier of Quebec recently said the Commissioner of Public Works had under consideration propositions to grant subsidies for several railways, including the James' Bay Ry., the Quebec and Lake Shore, a new branch of the Great Northern and several others. The policy of the Government was to favor progress as much as possible, but the financial state of the Province had to be considered. He believed it was time to take a step forward. The proposed lines which were under consideration for subsidies would all open up rich colonization districts, but he feared that the Government would not be able to give them money although they might be able to grant lands.

**Quebec Southern.**—It is said the line between Albany and Sorel is to be relaid with steel rails, 80 lbs. to the yard, and that other improvements in the roadbed are to be made.

**Restigouche and Western.**—About 20 miles of this route were surveyed last fall by C. L. B. Miles, when it was expected that construction would be resumed this spring. It is said that the contractor is endeavoring to make financial arrangements to go on with the work.

The line has a subsidy of \$2,500 a mile from the New Brunswick Government, and last session the Dominion Parliament voted \$64,000 for the construction of 20 miles from Campbellton on the I.C.R. towards Grand Falls, and \$99,600 for a further 33 miles towards the St. John River. (Aug., 1900, pg. 242.)

**Shediac and Coast Ry.**—A survey of 20 miles from the I.C.R. at Shediac, N.B., was made last fall by F. W. Holt, C.E., of St. John, N.B., and 19½ miles to Shemogue located. It is said construction will begin as soon as the contract between the Co. and the Department of Railways and Canals has been executed. The line will start at the eastern end of the Shediac yard of the I.C.R. and will swing to the right for nearly a mile, then by a 2 degree curve left till nearly due east for 13 miles from the start to Cape Bald, broken only by three short one degree curves. From Cape Bald the line will go a little more southeast by a 2 degree curve to the Portage village, 16½ miles, keeping to the west, and east of the highway very soon after passing Cape Bald, then by 32 degrees of two degree curve right and ¾ mile tangent west, and south of the highway, then 35 degrees left and tangent to Shemogue. There are no long grades, the longest being just after leaving Shediac yard, 65 ft. in a mile and a quarter. There are two tidal rivers—the Aboushagan and the Kouchibouguac—to be bridged. Stone arch bridges will probably be erected, as it is the intention of the Co. to use permanent material wherever possible so as to keep down maintenance account. The principal points to be served on the route surveyed are: Shediac, Barachois, Upper Abouggougi, Kouchibouguac, Cape Bald and Shemogue. Beyond this are Little Shemogue and Cape Tormentine, which latter is 40 miles from Shediac by the route it is proposed the line will follow. The Co. has a Dominion subsidy.

The following are the officers: A. I. Trueman, St. John, N.B., President; A. B. Copp, Sackville, Vice-President; C. N. Skinner and A. P. Barnhill, St. John; Dr. E. A. Smith, Shediac; R. A. Irving, Buctouche, and L. Avar, Shemogue, directors; J. McQueen, Shediac, Secretary.

**South Shore Ry. (Que.)**—An endeavor is being made to obtain a subsidy for the construction of a line from the present terminal at St. Francis du Lac to Nicolet, about 18 miles. Mr. Beauchemin says the road can be constructed this summer if the Co. is assured that it will be granted the subsidy. It is proposed eventually to extend the line to Lévis.

**The St. John Valley Ry. Co.** was incorporated at the last session of the New Brunswick Legislature to construct a line from St. John, or from Westfield on the C.P.R., following the valley of the St. John River to Fredericton; also from the north terminus of the proposed Woodstock & Centerville Ry. to St. Leonards, to connect with the Restigouche & Western; and from St. Leonards to Edmundston; also to arrange for running powers over portions of the C.P.R. between Westfield and St. John, and from St. Leonards to Edmundston; also to acquire power to run over the St. John Valley & Rivière du Loup and the Woodstock & Centerville railroads when built. C. N. Skinner is solicitor to the promoters.

**South Shore Line Ry. (N.B.)**—It is understood that the line will practically be rebuilt, the curves straightened out and its length shortened; that it will be extended into St. John, either by a bridge at the Falls or by a new bridge at Navy Island, and that it will be connected at the other end with the Washington County, Maine, Ry. The S.S.L.R. is controlled by Russell Sage, of New York.

**Temiscamingue Ry.**—In a letter to the Ontario Public Works Department W. B. Russell, engineer in charge of the location of

the proposed Government railway to Lake Temiscamingue, says he has laid out a trial line for 24 miles north from North Bay. He states that he tried first to the east and then to the west, and finally chose his present location. As soon as he is convinced that he is over the height of land he will return and make his plan of location. (June, pg. 176.) See also Nipissing & James Bay Ry., pg. 231.

**Thunder Bay, Nipigon and St. Joe Ry.**—It is stated by the principal promoter, D. F. Burke, of Port Arthur, Ont., that construction will be commenced shortly from both ends of the 30 miles located, and for which a subsidy was voted by the Ontario Government last session. The work will, it is said, be done by the Co. under the charge of H. J. Wickham, C.E., and will be pushed forward as fast as possible. The exact route by which entrance will be made into Port Arthur has not yet been decided on. Negotiations are in progress for obtaining running powers over about 5 miles of the C.P.R. tracks west so that an easier entrance can be had into Port Arthur and Fort William than if the Co. made its own independent entrances. (June, pg. 176.)

**Tilsonburg, Lake Erie and Pacific Ry.**—A meeting of shareholders was called, to be held at Tilsonburg, Ont., July 9, to authorize the building of an extension from Tilsonburg to Ingersoll, to borrow money for the purpose and to increase the capital stock. It is stated, but not officially confirmed, that the desired authority was given, that a contract has been let to Dart & Hamilton, of Ridgetown, and that work will be started at once.

**Toronto, Lindsay and Pembroke Ry.**—The preliminary survey for the proposed line between Bancroft and Golden Lake, Ont., being made by J. L. Morris, C.E., Pembroke, is almost completed, and construction will, it is said, be proceeded with as soon as the line has been located. The terminal points are Bancroft, where a junction will be effected with the Irondale, Bancroft and Ottawa Ry. and the Central Ontario Ry., and Golden Lake, a distance of 60 miles. Starting from Bancroft the route proposed will be through the townships of Faraday, Herschell, Mont-eagle and Carlow, thence north-easterly past Rockingham and Brudenell to Golden Lake, where a junction will be made with the Canada Atlantic Ry. (June, pg. 177.)

**Victoria Terminal Ry. and Ferry Co.**—The approaches at Sidney, Vancouver Island, where the ferry will connect with the Victoria and Sidney railway are being built, and a temporary landing is being constructed at Liverpool on the mainland. It is intended, with a view of shortening the ferriage, to extend the line to Point Roberts, on the mainland, where the permanent ferry approaches will be built. While a permanent ferry is being built, the Co. proposes to use the barge Georgian, which was built for the Yukon trade, prior to the advent of so many steamers, and the necessary alterations are now being made. Three lines of track will be laid on the deck, providing accommodation for 17 cars. Captain Mackenzie, who recently returned to Victoria from New York, says that all the financial arrangements necessary for the complete carrying out of the company's plans have been made. It is expected that the V.T.R. and F. will be the western end of the Victoria, Vancouver and Eastern Ry. (June pg., 177.)

**Wabush.**—In our June issue it was stated that the Canadian repairing shops were to be built at St. Thomas at a cost of \$100,000. On June 19 we were officially advised that the management was unable to give any information in regard to the matter.

It was recently stated by J. Ramsay, Jun., President and General Manager, that new 80 lb. rails will be laid between Glencoe and