

to get on almost all construction work, at all times, C. R. Scoles, the contractor, has had a good supply. The men have been paid weekly, Mr. Scoles believing that by paying weekly a much better service can be got out of the men than by the ordinary monthly payment. The plan has worked well, the men are well satisfied, and Mr. Scoles says that certainly a much better and greater quantity of work has been done for the same money than under the ordinary system of paying monthly.

**Bay of Quinte Ry.**—We were recently advised that nothing had been determined on in reference to the proposed extension of the line northwards from Tweed. Work is reported to have been commenced on the construction of a line from Deseronto to Napanee, which will give direct connection with the main line north of Napanee and from Napanee to Sydenham. At present the Co. has running powers over the G.T.R. between Deseronto Jct. and Napanee. (Aug., pg. 262.)

**The Brantford St. Ry.**'s new owners have made a number of improvements on the line and at the power house. (Aug., pg. 262.)

**British Columbia Electric Ry.**—Extension of the lines in Vancouver on Powell st. to Cedar Cove, and on Mount Pleasant to the city limits have been completed.

W. Meredith, consulting engineer, recently paid a visit to the works in progress at the North Arm in connection with the power development scheme. He reports that work is going on satisfactorily, and that the Co.'s plans will take nearly two years to develop.

The people of Victoria desire to have the line extended round the Gorge. (Aug., pg. 262.)

**Brockville, Westport and Sault Ste. Marie Ry.**—A 3-stall engine shed and repair shops are being erected at Brockville. W. E. White is the contractor. A freight shed and platform are being built at Westport. (Jan., pg. 1.)

**Bruce Mines and Algoma Ry.**—The ballasting on the line from the C.P.R. track to Rock Lake has been completed. Stations on this line will be Bruce Mines, C.P.R., Rydal Bank, Otter Tail, Gordon Lake and Rock Lake. It has been decided not to extend the line north from Rock Lake this year. Southward from the C.P.R. the line is being extended to Lake Huron, about 2 miles, with a station at Bruce Mines. This extension was expected to be completed early in Oct. (Aug., pg. 262.)

**Camborne, B.C.**—Press reports state that an electric railway will shortly be constructed to connect Camborne with Arrow Lake.

**Canada Atlantic Ry.**—J. R. Booth, recently stated that work would be commenced on the new central station in Ottawa early next spring, possession of the site at the canal basin having been obtained.

Location surveys are reported to be completed for a spur, 4 miles in length, from Caldwell station to the Radnor iron mines. (Aug., pg. 262.)

**Canada-Yukon, Western Ry. Co.**—C. Archer, Dawson, Yukon, gives notice that application will be made at the next session of the Dominion Parliament for an act to incorporate a company under this title to construct a railway from Dawson, westerly, and along the Yukon river to connect with any line constructed on the U.S. side of the boundary; and with power to construct railway bridges over the Yukon, Forty Mile and Klondike rivers—such railway to be operated either by steam or electricity.

**Cape Breton Electric Co.**—Cars were run experimentally on the Sydney and interurban lines Oct. 1, when everything was found to be satisfactory, and it was expected that the regular service would be commenced in a few days. The Co. is reported to have bonded

the marine slip property at North Sydney, with the object of utilizing it for the ferry service. (Aug., pg. 269.)

**Cape Breton Ry.**—It is expected that the first 30 miles, from Port Hawkesbury to St. Peters, will be in operation at an early date. Tenders are being considered for the erection of five stations on the route.

Members of the reorganization committee of the Dominion Securities Co., of New York, M. E. Evans, a New York engineer, and officials of the Co., have been over the line constructed and the projected route to Louisburg, and it is understood that they will report in favor of the completion of the line through to Louisburg. (Aug., pg. 263.)

**Chateaugay and Northern Ry.**—J. G. Scott, General Manager Great Northern Ry. of Canada, writing to P. J. L. Bissonnette, M.L.A. for Montcalm, recently, says: "Arrangements are in progress for the construction of the line between Bout de l'Île and Joliette, and there is no doubt of the company soon being in a position to open a line between Joliette or Ste. Julienne and Rawdon, but at the present moment there are no funds available for that purpose." (Aug., pg. 263.)

**Cowichan to Alberni.**—D. R. Harris, C.E., has been instructed to make a survey with a view to the construction of a railway by way of Nitinat valley, between Cowichan and Alberni, on Vancouver island. A provincial government survey party, under F. Shepherd, Nanaimo, is also making a survey for a line to Alberni from Wellington, via Cameron Lake. (Nov., 1901, pg. 317, Aug., 1900, pg. 235.)

**Crow's Nest Southern Ry.**—The line from Gateway, on the International boundary, to Morrissey, B.C., has been completed and was placed in operation on Sept. 15. At Gateway, connection is made with the Montana and Great Northern Ry., from Jennings, Mont. The line from Jennings to Morrissey is 115 miles. A branch line, 4 miles in length, has been completed along Morrissey creek to the mines of the Crow's Nest Coal Co. (Aug., pg. 263.)

**The Cumberland Ry. and Coal Co.** is laying 80-lb. rails on its line between Parrsboro and Springhill Mines, N.S. (June, pg. 190.)

**Drummond Colliery Ry.**—The tender of J. W. MacDonald, Stellarton, N.S., has been accepted for the construction of an extension of 2½ miles to the Drummond colliery railway, owned by the Intercolonial Coal Mining Co., Westville, N.S. The work to be done includes close cutting, grubbing, grading (about 23,000 cubic yards), pile trestling (about 520 ft.), track laying and ballasting. C. Fergie, Westville, is Vice-President and General Manager.

**Duncan River.**—J. C. Murray, formerly of Rossland, B.C., writing to the press, states that a syndicate of U.S. capitalists has in contemplation the construction of an electric tramway up the Duncan river valley, B.C. J. H. Gray has been making surveys in the district, with the object of locating a mono rail line to be operated by electricity. Judson and Loyhed, Minneapolis, Minn., are interested.

**Edmonton, Yukon and Pacific Ry.**—The location for the station and switches in Edmonton, Alta., for the line from Strathcona is under consideration. The track was ready for operation early in Sept., and on Oct. 17 we were advised that the Canadian Northern Ry. was sending a locomotive and other equipment to operate it. (Aug., pg. 263.)

**Egerton Tramway Co. (Ltd.)**—W. P. McNeill, G. A. Grant, of New Glasgow, and C. Fergie, Westville, were incorporated at the last session of the Nova Scotia Legislature under this title to construct an electric tramway or railway in New Glasgow, Stellarton, Westville, Trenton, Ferrona, and Thorburn,

and between any one or all of them, and to any other part of the county of Pictou. C. A. Flaherty, of Boston, the Co.'s engineer, has prepared plans for a line between New Glasgow, Westville, Stellarton and Trenton, with a branch to Abercrombie point, from whence a ferry service will be operated to Pictou. It is expected that construction will be commenced on an early date.

**Esquimalt and Nanaimo Ry.**—It is reported that construction will shortly be commenced on a spur from the E. and N. Ry. at Westholme, to Crofton, B.C., a distance of about five miles.

Some additional spurs and sidings have been constructed at Somenos and Stratford's crossing, to accommodate the mines, and a long trestle has been completed at Ladysmith to permit the ore to be dumped into the ore bins at the smelter by the overhead system.

**Fraser River Bridge.**—We were advised Sept. 26, that the pedestals for the New Westminster approach were practically completed, and that the earth embankments for the approach on the New Westminster side were also about finished. Piles have been driven for the foundation of piers 8, 9, 10 and 11 on the opposite side of the river from New Westminster. The high water in the river has prevented any work being done on the main channel piers. The substructure is expected to be completed by May 1, 1903. The material for the superstructure is being rolled and is all expected to be erected by Sept. 1, 1903. Work was suspended for a day or two recently on account of an alleged encroachment on the C.P.R. right-of-way, but a settlement has been arrived at by the Commissioner of Lands and Works, pending an application to the Railway Committee of the Privy Council. (June, pg. 190.)

**Galt, Preston and Hespeler St. Ry.**—We have been officially advised that it is not the intention of the Co. to do anything in the way of construction on the proposed extension to Puslinch this season. (Aug., pg. 263.)

**Grand Valley Ry. Co. (Electric).**—Track-laying was commenced on the line from Brantford to Paris, Ont., at the end of Aug., and was expected to be completed by the end of Sept. For some distance out of Brantford the new line parallels the G.T.R. (Aug., pg. 263.)

**The Great Falls Power Co.** has intimated to the Winnipeg city council that it contemplates the construction of an electric line into the city, and asks that no exclusive rights be given to any company for trackage over the Louise bridge. (June, pg. 191.)

**Great Northern Ry. of Canada.**—Following are particulars of the new work done at the Co.'s elevator at Quebec: The belt conveyor gallery runs from the elevator to Pointe A. Carey wharf, some 500 ft., and from the end of this gallery, where a distributing tower is located, a conveyor gallery runs in each direction along the face of the wharf, one of these galleries being 225 ft. long, and the other 275 ft. The belts in these galleries are 3 ft. wide, and have a carrying capacity of about 15,000 bush. an hour. Vessels are loaded by means of 10 dock spouts, erected on the conveyor gallery running along the face of the wharf. This conveyor is driven by an electric motor. The conveyor galleries are all covered with galvanized corrugated steel. Some changes, necessitated by the erection of the conveyor, have been made in the present marine tower and other parts of the elevator. John S. Metcalf Co., Chicago, are the engineers in charge.

We were advised, Oct. 11, that no details had been arranged for the construction of a projected branch from Lachute to Ste. Philippe, and for an extension to tap the granite quarries of Argenteuil county. (June, pg. 191.)