

this \$233,000 has been paid, leaving \$11,000 due on Sept. 30, 1902. (Feb., pg. 41.)

**James Bay Ry.**—H. K. Wicksteed, C.E., is making location surveys for the extension of the line from Parry Sound towards Sudbury. The surveys made in 1902 out of the town showed lines which would be very expensive to construct, and the principal object of the present survey is to secure a less expensive line with better grades. Practically the same staff is working on this line as was engaged during the winter on the Canadian Northern Ry. surveys east of Port Arthur, Ont. (Nov., 1902, pg. 383.)

**Joliette and Lake Manuan Colonization Ry.**—The applicants to the Dominion Parliament, at the current session, for the construction of a railway from Joliette to Lake Manuan, Que., under this title are: D. Dostaler, E. Hebert, of Joliette, Que.; A. Dugas, E. Turgeon, of St. Jean de Matha, Que., and J. A. Archambault, of St. Michel des Saints, Que. (Feb., pg. 41.)

**Keewatin and Ontario Ry.**—Application will be made at the current session of the Ontario Legislature for an act incorporating a company to construct a railway from the western boundary of the province to Rat Portage, and thence to the mouth of the Albany river, with power to construct branches northerly to the territory of Keewatin, and southerly to the C.P.R. Kerr, Davidson, Paterson and Grant, Toronto, are the solicitors.

**Kennebec Valley Rd.**—W. M. Ayer, A. R. Small, of Oakland, Me.; R. W. Dunn, W. T. Haines, of Waterville, Me., recently applied to the Maine Legislature for incorporation under this title with power to purchase the Somerset Rd., now being operated from Waterville to Bingham, and to extend it from Bingham to Moosehead lake, where connection could be made with the C.P.R. line. The Railway World says: "It is another important move to create a highway from the C.P.R. to the Maine coast and interior, and will be watched with interest by the existing steam companies in Maine."

**Kettle Valley Lines.**—The station buildings at Grand Forks, B.C., have been completed, and the head office of the Company has been moved there. (Feb., pg. 41.)

**Kingston and Gananoque Electric Ry.**—The Perth and Gananoque town councils have granted aid to Mr. Judd, of Gananoque, to enable him to secure the revival of the company's charter at the current session of the Ontario Legislature. The line is to run from Gananoque up the Rideau to the ferry, thence to Perth, and probably to the village of Lanark. (Feb., pg. 41.)

**Kingston and Pembroke Ry.**—Press reports state that ballasting on the line is expected to be resumed in the vicinity of Sharbot lake, Ont. (Feb., pg. 41.)

**Klondike Mines Ry.**—E. C. Hawkins recently returned to Vancouver, B.C., from a visit to Dawson, Yukon, where he had been making arrangements for the starting of construction on this line. (Feb., pg. 41.)

**Kootenay, Cariboo and Pacific Ry.**—The applicants, at the current session of the Dominion Parliament for an act incorporating a company with this title are: C. H. Pollen, R. L. T. Galbraith, H. Watt, J. A. Harvey, of Fort Steele, B.C. (Feb., pg. 41.)

**Liverpool and Milton Ry.**—Arguments have been heard in the Supreme Court at Ottawa and judgment reserved upon the appeal of this company against a decision of the Supreme Court of Nova Scotia, granting an injunction to restrain the company from operating its trains on the railway where it passes along a street in Liverpool, until certain regulations made by the town council have been complied with.

**Loboro Ry. Co.**—Application will be made at the current session of the Ontario Legislature for an act incorporating a company under this title to construct a railway, to be operated by steam or electricity, from the northeasterly end of Loughborough lake to some point on the Kingston and Pembroke Ry. McGivern and Haydon, Ottawa, are the solicitors.

**London, Aylmer and North Shore Electric Ry.**—It is reported that the right of way for this line from London to Port Burwell, Ont., has been secured, and that construction will be commenced on an early date. The power house, car barns, etc., will be constructed at Aylmer. (Feb., pg. 43.)

**London Street Ry.**—The litigation between this company and the London city council has gone to the Court of Appeal. The council passed a by-law authorizing the construction of certain extensions of lines, and the taking up of a line on Rectory st., but the by-law was not signed by the Mayor. The company acted on the unsigned by-law, and sought to obtain an order compelling the Mayor to sign the by-law. Since the litigation was commenced another by-law has been passed, and this the company desires to have declared void until the court of appeal has decided the case. (Nov., 1902, pg. 383.)

**Lotbiniere and Megantic Ry.**—The Quebec Legislature has passed an act authorizing an extension of the line from Kinnear's Mills to Windsor Mills and Brompton Falls, via Lime Ridge, and extending the time for the construction of the line authorized from Lyster to Thetford, Que. (Feb., pg. 43.)

**Mabou and Gulf Ry.**—Dr. Martin Murphy, Provincial Engineer of Nova Scotia, says in his annual report that the contract for the construction and equipment of this line is divided into two sections, one for the portion of the line between Mabou coal mines and the crossing of the Inverness Ry. and Coal Co.'s line, about 8 miles, the other for the 30 miles from this point to the I.C.R. at Orangevale. "The first section of 8 miles," he says, "is unlike any other we have had to deal with in Nova Scotia, chiefly on account of the heavy gradients to be overcome, hence the necessity of treating it separately. The specification provides that the 30 miles between the Inverness Ry. and Coal Co.'s line and the I.C.R. shall not exceed anywhere our ordinary maximum standard of 79.2 ft. a mile for gradients and 955 ft. for minimum limit of radius in curvature. The gradients and curvature in the 8 miles from the mines to the Inverness Ry. and Coal Co.'s line to be such as may be allowed by the Government in order to meet the requirements of the traffic." This 8 mile section was the first proceeded with; it was partially graded before the contract was signed; there were then some objectionable trestle bridges under construction, which were altered and made stronger on request, but there are two other trestle structures which the Government engineer did not approve of. The maximum gradients on the 8 miles were 4.25% for 6,000 ft., ascending to the summit from the colliery, and 4% descending from it. "These inclinations," Mr. Murphy says, "approach closely the limit of gradients that can be practically operated by traction engines; they have been worked principally for light traffic, and where more favorable location cannot be obtained without unreasonable cost; they have been operated instead of a rack rail for coal ore, or other minerals; their adoption at all is because of necessity. A redeeming feature in the adoption of this maximum gradient for the movement of the products of the Mabou mine, is that if the output becomes greater with the development of the colliery, the present location need not be abandoned, as it may become part of a more practicable, cheaper and more rapid system of transport." Some difficulties in reference to the crossing of the Inverness Ry. and Coal

Co.'s line were discussed, and correspondence took place thereon with F. R. Page, the company's engineer, and J. L. Brass, General Manager of the I. Ry. and Coal Co., whose objections to the proposed crossing were subsequently endorsed by Angus Sinclair, the company's Chief Engineer. (Feb., pg. 43.)

**Macleod, Cardston and Montana Ry.**—Application is being made at the current session of the Dominion Parliament by D. J. Grier, R. G. Mathews, J. A. Struthers, A. F. Grady, E. P. McNeill, of Macleod, Alta.; J. W. Woolf, W. C. Simmons, of Cardston, Alta.; J. A. McDonnell, of Nelson, B.C., for the incorporation of a company with this title. (Jan., pg. 18.)

**The Manitoba Cement Co.** was authorized at the last session of the Manitoba Legislature to extend its projected line from Morden to range six, so as to enable it to reach its marl deposits. Nothing has been done in the way of construction of the line. (April, pg. 119.)

**Middlesex and Elgin Interurban Ry.** (Electric).—The Yarmouth township council has passed a by-law giving the Company a franchise for 50 years, and the Port Stanley village council has decided to grant a franchise for a similar period. (Feb., pg. 43.)

**Middleton and Victoria Beach Ry.**—An act was passed at the recent session of the Nova Scotia Legislature to enable this Company to proceed with the work of construction, which was being impeded by certain legal proceedings. The contract for the construction of the line from Middleton to Victoria Beach, about 41 miles, was entered into June 25, 1902, and construction was commenced immediately thereafter. In his report to Sept. 30, 1902, the Provincial Engineer says: "The work of grading is chiefly of a light loamy nature, through shallow cuttings that cannot be constructed in winter without undue expenditure. About seven miles of roadbed has been formed or roughly graded. So far no work in connection with bridge construction has been done, other than providing materials for erection during the ensuing working season. Material, such as ties, fencing, posts, etc., are being contracted for, for delivery in the spring." (Aug., 1902, pg. 265.)

**Midland to Penetanguishene.**—Application will be made at the current session of the Ontario Legislature for an act incorporating a company to construct a railway from Midland to Penetanguishene, and to a junction with the G.T.R. at Perkinsfield, Ont. Hamilton, Elliott & Irving, Sault Ste Marie, Ont., are the solicitors.

**Midland Ry. of Manitoba.**—We are informed by a director that no decision has been come to as to any construction being gone on with during the present season. (April, pg. 119.)

**Montreal and Northwestern Ry.**—L. H. Boyd, W. Patterson, A. Marsan, C. A. L. Fisher and J. F. Miller, of Montreal, have been incorporated by the Quebec Legislature under this title, to construct a steam or electric railway in the county of Argenteuil.

**The Montreal Park and Island Ry.** recently commenced laying track from its present line to Longue Point, and on April 1 an injunction was applied for by the Chateauguay and Northern Ry. Co., to restrain the M. P. and I. R. from further tracklaying. It is asserted that there is an agreement between the two companies, entered into in 1899, whereby each undertook not to invade the territory of the other.

**Montreal Street Ry.**—Press reports state that it is proposed to expend \$100,000 in repairs and improvements on the lines during the current year. In the relaying it is proposed to use 96 lb. rails, carried on steel ties