

mate at \$11,000, afterwards reduced to \$7,500, but desired exclusive rights for operation. The cost of right-of-way is being considered by the council.

**Montreal-Longueuil Bridge Co.**—W. H. Dandurand, S. T. Willett, J. Cochrane, P. Galibert, O. Faucher, R. Forget and J. Perault are applying at the current session of the Dominion Parliament for the incorporation of a company to construct a bridge across the St. Lawrence river between Montreal and Longueuil, and to provide railway terminals in Montreal. The bridge proposed to be constructed would have a clear headway of 150 ft. for 800 ft., and the company asks power to charge tolls. (April, pg. 119.)

**Montreal Northern Ry.**—At the last session of the Quebec Legislature an act was passed incorporating a company to construct a railway from Ste. Agathe, on the C.P.R., Labelle branch, 64 miles from Montreal, southwesterly to Lachute in the Ottawa valley. The length of the projected line is 52 miles, and it will cross the Montford and Gatineau line of the Great Northern Ry. at Chapleau. Contracts are reported to have been let for the construction this year of 25 miles of line from Ste. Agathe. Lawton Work, of New York, is President of the Company, and is interested in the pulp and paper mills at Ste. Agathe. A line has been constructed connecting these mills with the C.P.R. line.

**Montreal and Southern Counties Ry. (Electric)**—A charter for the construction of this line was granted by the Quebec Legislature in 1897, and covers practically the whole of the south shore of the St. Lawrence and the Eastern townships. A. J. de B. Corribeau, who has been active in promoting the project, says capital has been secured in the U.S., and that construction will be commenced this year on lines from Montreal to Valleyfield, and Montreal to St. Johns, Que. (Feb., pg. 47.)

**Montreal Subway Co.**—A return recently presented to the Dominion Parliament gave information regarding the plans of the projected tunnel under the St. Lawrence. The plans were deposited with the Minister of Railways in Jan., and showed that the tunnel would extend from Montreal south, in an open cut to a portal, thence by tunnel under the shallow channel south of St. Helen's island, and under the easterly end of St. Helen's island to the north shore of the river near Monarque st., continuing to St. Louis st., where it is intended to have yards. The total length of the tunnel would be 21,368 ft. (Feb., pg. 43.)

**Montreal Terminal Ry. (Electric)**—Construction has been in progress for some time on the concrete arch under the C.P.R. embankment at Forsyth st., and it is expected that the city and suburban tracks of the M. T. Ry. will be connected at an early date, and the service placed in operation. (May, pg. 150.)

**Morrissey, Fernie and Michel Ry. Co.**—C. A. Holland, G. H. Barnard and B. G. Goward, of Victoria, B.C., are applying at the current session of the B.C. Legislature for the incorporation of a company with this title to construct a railway from Fernie, via the Elk river valley to Morrissey creek, thence to Lodgepole creek and Flathead river to the International boundary; and from Fernie to 28 miles north of Michel creek. (Jan., pg. 21.)

**New Brunswick Coal and Ry. Co.**—Recent press reports stated that the line from Chipman to Newcastle, 15 miles, would be ready for operation early in June. In the act of incorporation it was provided that as a condition of the Government guaranteeing the bonds it might insist on the Company taking over the Central Ry., from Norton to Gibson, 45 miles. An option on the C. Ry. was obtained for \$180,000. At the current session

of the New Brunswick Legislature an act was passed authorizing the Government to guarantee principal and interest of \$200,000 of 1st mortgage bonds on the line of the C.N. Ry. This will enable the N.B.C. and Ry. Co. to take over the line. (May, pg. 150.)

**Niagara, Queenston and St. Catharines Electric Ry. Co.**—J. N. McKendry, H. L. Dunn, A. D. Brooks, F. Denton, of Toronto, are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct electric railways connecting Niagara, Queenston and St. Catharines, Ont. (April, pg. 121.)

**North Colechester Ry.**—We were recently advised that with the possibility of some slight modifications the line had practically been determined on, and will take the Waugh's river route from Earltown, N.S., striking the I.C.R. about a mile east of Tatamagouche station, and running thence to the narrows of Barrachois harbor. This line would in reality be an extension of the Midland Ry. of Nova Scotia. (Feb., pg. 45.)

**Nova Scotia Eastern Ry.**—The plans at present prepared are for a line turning from Dartmouth easterly to Chezzetcook, north to Middle Musquodoboit, running along the bank of the Musquodoboit river north-easterly to Upper Stewiacke, and from there to Trafalgar. Then it will run east along the St. Mary's river to Melrose and down to Guysboro, through Boyleston and Manchester and up to Mulgrave. A branch is projected from below Melrose down to Isaac's and Country harbor, and another starting at Melrose will run north-west to New Glasgow, where it will join the I.C.R. A bridge across the narrows of Halifax harbor is being planned, so that an entrance will be obtained into Halifax. It is not likely that construction will be commenced on the railway before 1904. (May, pg. 150.)

**Orford Mountain Ry.**—Construction work is reported to have been recommenced on the extension of the line from Kingsbury to Windsor Mills, Que., about 7½ miles. (Feb., pg. 45.)

**Ottawa, Northern and Western Ry.**—Tracklaying has been commenced, and on May 9 we were advised that two miles had been laid, and that track was being laid at the rate of about ¾ of a mile a day. Grading was being proceeded with between Blue Sea lake and Maniwaki, about eight miles. It is expected that the extension from Gracefield to Maniwaki will be completed by Sept. (May, pg. 150.)

**Ottawa, Ont., Electric Ry.**—Press reports state that the city council will give permission for the double-tracking of the line, if the company will agree to provide rails of a standard acceptable to the City Engineer. (Feb., pg. 45.)

**Owen Sound.**—Two propositions have been made for the construction of an electric railway at Owen Sound, Ont. W. Robinson, said to be representing Philadelphia, Pa., people, says a line in Owen Sound would cost about \$200,000, and suggests that a branch line to Meaford should be constructed in connection with it. A New York syndicate has also before it a project for an electric line in the town, and will probably make a proposition at an early date.

**Pacific, Northern and Eastern Ry. Co.**—J. Irving, H. F. Bullen, F. B. Gregory, of Victoria, B.C., are applying at the current session of the B.C. Legislature for the incorporation of a company with this title to construct a railway from Hazelton to the northern boundary of B.C., near Teslin lake, and from Hazelton to the eastern boundary of the province via Peace river or Pine river pass. (Jan. pg. 23.)

**Pere Marquette International Bridge Co.**—J. A. Walker, A. Leslie, J. H. Coburn, of

Walkerville, Ont., and J. W. Stevens, Detroit, Mich., are applying at the current session of the Dominion Parliament for the incorporation of a company with this title to construct a bridge over the Detroit river at Amherstburg, Ont.

**The Portland Rolling Mills Co.** was, at the last session of the New Brunswick Legislature, given power to construct a railway from its works to a junction with the St. John Bridge and Ry. Extension Co.'s line.

**Prince Edward Island Ry.**—We were recently advised that the grading on the Murray Harbor branch was practically completed. Ballasting the 20 miles on which track was laid in 1902, will be gone on with, and on its completion tracklaying will be resumed. It is expected that the line will be completed this year to Southport, the southern end of the bridge over the Hillsboro river now under construction. It is expected that tenders will be asked for placing sidings and erecting stations on the branch during the summer. (May, pg. 151.)

**Quatsino Ry. Co.**—W. M. le P. Trench, Sidney, B.C., W. C. Spicer, H. Croft, C. A. Bury, Victoria, B.C., are applying at the current session of the B.C. Legislature for an act incorporating a company with this title to construct a railway from Hardy bay or Fort Rupert to the west or Rupert arm of Quatsino sound. (Mar., pg. 95.)

**Reid Newfoundland Co.'s Ry.**—A roundhouse is in progress of construction at the west end station in St. John's, and a new freight shed is projected.

We were advised April 27 that no decision had been reached relative to the construction of a spur line to a talc deposit at Holyrood. St. John's papers of later dates report that surveys were being made for a spur line from Duff's station to the deposits; and that "the work of constructing a railway from the mine to the coast, where a pier will be built for shipping purposes, is now being started." (May, pg. 151.)

In connection with the application of the residents of the district that the projected extension of the line from Carbonear to Heart's Content, Nfld., be proceeded with, the Premier recently stated in the Newfoundland Legislature that according to the terms of the agreement of 1898 between the Government and R. G. Reid, it was provided that so soon as he proved to the government that a line was necessary in any district, and that the business interests of the public warranted it, the government had to approve of such a line, and pay for it, as built by him. In 1902 Mr. Reid showed that two trains daily to Carbonear did not pay, and it was therefore out of the question that an extension to Heart's Content would pay. A motion to construct the line was defeated by 17 to 4. (May, pg. 146.)

**Restigouche and Western Ry.**—The Nova Scotia Legislature has passed an act authorizing a Provincial guarantee of bonds to the extent of \$5,000 a mile for 50 miles, such bonds not to exceed one-third of the cost of the line. It is provided that the line shall be first-class in every respect, the bridges to be of steel with stone abutments, and the track to be laid with 60 lb. rails.

T. Malcolm, of Edmundston, N.B., recently stated that men were at work all the winter getting out ties and timber, and that surveyors were completing surveys and plans. The line will traverse the table lands of the centre of the province, and to reach these, 900 ft. above the Grog Brook valley, a gradient of from ½ to 1% a mile will be required. There will be one tunnel of 450 ft. long about eight miles from Grog Brook, and probably other tunnels will be found necessary. (Feb., pg. 46.)

**St. John, N.B., Ry.**—Application has been made to the local councils to extend the St.