

Prince Edward Island Ry.—At the bridge over the Hillsborough River, pier no. 5 settled about five inches on the south side, and a test was made to see if there would be any further settlement. The pier was loaded with a thousand tons of rails, which is practically double the load it is likely to carry, and no further subsidence has occurred. The masonry has been taken down to the footing course and it was expected to be rebuilt during the fall. The work of filling the trestle approaches to the bridge is being gone on with, and is also expected to be completed in the fall. The super-structure is being floated into position, the several spans having been towed over from the Miramichi river, N.B., on scows, and placed in position at high tide, so that the falling tide would drop them on the piers. The centre swing span is being constructed by the Dominion Bridge Co., and is expected to be completed this year. Since the above was written we have been further advised that when the masonry at pier 5 had been taken down to the footing course a coffer dam was placed round the pier and sealed. The rebuilding of the pier was to be gone on with immediately thereafter. The work under M. J. Haney's contract for the substructure will be completed this year. The filling of the approaches is also expected to be completed this year. Four spans of the superstructure had been placed in position on the north side in Oct., and the fifth was expected to be completed during Nov. The whole of the ironwork had been delivered from Miramichi, N.B., as well as material for

the flooring. Six spans of the superstructure are expected to be completed this year.

The Murray Harbor branch from Southport to Murray River, 42 miles, will be completed this fall, the station buildings now being erected. On the extension from Murray River to Murray Harbor, 4.52 miles, the grading has been completed, and track-laying, etc., is expected to be completed this year. W. Kitchen, who has the contract for the line from Southport to Murray River, is also the contractor for the extension to Murray Harbor.

Tenders were received to Oct. 21, for the grading, tracklaying, ballasting, buildings, etc., on a branch line of 6.38 miles from Cardigan, on the Georgetown branch, to Montague Bridge, on the Murray Harbor branch. Surveys were made by H. J. Mackenzie, in 1903. This branch line will extend from a point about one mile east of Cardigan to Montague Bridge. The grading will be

light work; the gradients are easy, except a small piece of 1.25%. There is considerable curvature, which at one point is particularly heavy to make the crossing of the Brudenell River. There will be two bridges, one at Brudenell River to consist of two spans of 150 ft. each, resting on concrete pier and abutments; and the other consisting of a 168 ft. span crossing Vishey's Creek, resting on one concrete abutment, founded on rock, and one on piles.

Tenders were received to Oct. 21, for the construction of a branch line from the Murray Harbor branch to Vernon River Bridge, 4.59 miles. Surveys were made for this line in 1903 by H. Laurence. This line will extend from Village Green to Vernon River Bridge. It is almost entirely surface work, and there are no structures of any importance.

At Curtis Creek, about 10 miles from Summerside, there has practically been completed about a mile of new line, which will shorten

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