

contractors are experiencing great difficulty in getting suitable ballast, and this will delay the completion of the line. (June, pg. 185.)

Hamilton, Grimsby and Beamsville Ry.—During the passage of the bill through the House of Commons declaring the H.G. and B. Ry. to be for the general advantage of Canada, the control of the company was acquired by the G.T.R. When the bill came before the Railway Committee of the Senate it was opposed by residents of Hamilton and different points on the line, with the result that it was referred to a sub-committee for consideration. The bill, which sought for power to extend the line to St. Catharines and Niagara, was subsequently withdrawn. (June, pg. 162.)

Hamilton Radial Ry. (Electric).—Right of way has been purchased for the extension of this line from the present terminus, near Burlington, to Oakville, and tenders will be asked for the grading, bridging and tracklaying immediately. There will be two bridges, each about 500 ft. long, at Bronte and Oakville. The right of way will permit of a double track when required. The bridges will be built for a double track, and 80-lb. steel will be laid. The steepest gradient will be $\frac{1}{2}$ of 1%. It is expected that the line will be completed during the summer, and it is said that the line of the Toronto and Mimico Ry. will be extended to Oakville also this year and effect a junction with the H.R.Ry. if satisfactory arrangements can be made with the municipalities. (June, pg. 186.)

Herbertville to Mistassini.—The Quebec Legislature at its last session voted a subsidy of 4,000 acres of land a mile to aid in the construction of a railway from Herbertville to St. Joseph d'Alma, thence northwesterly past Peribonca Falls, to the west and southwest of Lake St. John, passing near Mistassini. This line would form a belt round Lake St. John, if worked in conjunction with the section of the Quebec and Lake St. John Ry. between Herbertville and Roberval. Notice was given that application would be made at the recent session of the Quebec Legislature for the incorporation of a company to be called the Herbertville, St. Bruno and Alma Ry., to construct such a line, but it was not proceeded with. (Mar., pg. 77.)

Herring Cove Ry.—C. J. Osman, A. R. McClellan, B. F. Pearson, J. T. Hawke, F. W. Sumner, C. W. Robinson, S. S. Ryan, W. F. Taylor, were incorporated by an act passed at the last session of the New Brunswick Legislature, with power to construct a railway from Alma, the terminus of the Albert Southern Ry., to Herring Cove, and power to construct a railway bridge across the Upper Salmon River. The company is also authorized to make agreements with other companies for the operation of its line, or to amalgamate with other railway companies. The capital is fixed at \$25,000, and power is given to issue bonds. (June, pg. 186.)

Indian River Ry.—The Quebec Legislature at its last session voted a subsidy of 4,000 acres of land a mile towards the construction of a line from the northern extremity of Lake Megantic to the International boundary. (June, 1902, pg. 191.)

Intercolonial Ry.—Tenders are under consideration for a new station at Salmon Lake, Que.; additional sheds at Ste. Flavie, Que.; new station at Bayfield, N.S.; a coal house at Sydney, N.S., and brick office and store building at St. John, N.B.

Considerable progress is being made with the double tracking of the line between Bedford and Windsor Jct., 5 miles. (June, pg. 186.)

Interprovincial and James Bay Ry.—At the recent session of the Quebec Legislature a subsidy of 4,000 acres of land a mile was voted towards the construction of a line from Temiscamingue, the present terminus of the

Lake Temiscamingue Colonization Ry.—the Mattawa branch of the C.P.R.—northerly for 50 miles. (July, 1903, pg. 236.)

James Bay Ry.—An order in council has been passed by the Ontario Government preparatory to guaranteeing the bonds of the company to the extent of \$20,000 a mile in respect of the proposed line from Toronto to Sudbury. The guarantee is to run for 30 years from the completion of the line, the rate of interest being $3\frac{1}{2}\%$, and the security being a mortgage on the right of way, real estate, rolling stock and equipment, and also of the revenues, etc., of the line. Construction has to be commenced within a year, and the line is to be completed within four years. (June, pg. 187.)

Joliette and Lake Manuan Colonization Ry.—The Quebec Legislature at its recent session voted a subsidy of 4,000 acres a mile towards the construction of 60 miles of line from Joliette in the direction of Manuan or Lake Manuan, Que. (July, 1903, pg. 236.)

Kootenay Central Ry.—An act has been passed at the current session of the Dominion Parliament extending the time for the commencement of the projected lines from Fort Steele to Golden, and Fort Steele to Windermere, B.C., to 1906, and for the completion of the same to 1909. Dec., 1903, pg. 425.)

Lindsay, Bobcaygeon and Pontypool Ry.—The tracklaying gang completed the laying of steel from Burketon on the C.P.R. into Lindsay, June 20. (June, pg. 187.)

Matane and Gaspé Ry.—The Quebec Legislature at its recent session voted a subsidy of 4,000 acres of land a mile towards the construction of 30 miles of line from St. Octave de Metis on the Intercolonial Ry. to Matane. (Jan., pg. 3.)

Manitoba and Keewatin Ry.—The Dominion Parliament at its current session passed an act extending the time for the commencement of construction of this projected railway from Winnipeg or Selkirk, Man., to James Bay, near the mouth of the Severn River, for three years, authorizing the construction of harbors on Hudson's Bay, James Bay, or Lake Winnipeg, and giving power to use "such form of motor and method of producing power as is expedient." (Mar., pg. 79.)

Midway and Vernon Ry.—W. T. Hazen, C.E., St. John, N.B., recently visited Greenwood, B.C., on an inspection of the route of the projected line from Midway to Vernon, about 150 miles. It is understood that an announcement will be made early in July as to the date when construction will be started. (Jan., pg. 5.)

Montreal and Southern Counties Ry. (Electric).—Application is being made at the current session of the Dominion Parliament for an act extending the time for the commencement and completion of the projected line. A. J. deB. Corrivieu, Montreal, is the principal promoter, and T. Craig, Montreal, is Secretary of the company. (Aug., 1903, pg. 269.)

Napierville Junction Ry.—At the recent session of the Quebec Legislature an act was passed granting an extension of time for the construction of a projected line from Napierville Jct., and otherwise amending the powers of the company. (June, pg. 188.)

Nepigon Ry.—An act has been passed at the current session of the Dominion Parliament authorizing the construction of an additional line from near the Albany River to Fort Churchill, on Hudson's Bay, giving power to make agreements with the Grand Trunk Pacific Ry., or the National Transcontinental Ry., and extending the time for the commencement and completion of the lines by two and five years respectively. (June, pg. 188.)

New Brunswick Central Ry.—J. P. Geddes, J. B. Neale, M. T. Adams, G. R. Jones,

E. A. Reilly and R. Miller were incorporated at the last session of the New Brunswick Legislature with this title to construct a railway from near Coal Branch on the Intercolonial Ry., to the mines of the Canadian Coal and Manganese Co. The capital is fixed at \$100,000, and bonds to the extent of \$15,000 a mile may be issued. Press reports state that an arrangement has been made with the Beersville Ry. and Coal Co. for the construction of a line from the collieries to connect with its line to Adamsville, and that nothing will be done in the way of construction from Coal Branch. (June, pg. 188.) See also Beersville Ry. and Coal Co.

New Brunswick Southern Ry.—Application is being made at the current session of the Dominion Parliament for an act declaring the N.B.S. Ry., which extends from St. John to St. Stephen, N.B., to be an undertaking for the general advantage of Canada. The line was formerly known as the South Shore Line Ry., and has been in the hands of receivers for some time. Russell Sage, of New York, is principally interested. Traffic was suspended over the line June 8 by order of the Railway Commissioners on account of the insecure condition of the bridges. The object of the present application to Parliament is to enable the company to secure a suitable connection with the Washington County Ry. in Maine. (June, pg. 188.)

Niagara, Queenston and St. Catharines Ry. (Electric).—A by-law authorizing the St. Catharines, Ont., city council to subscribe for \$20,000 of stock in the N.Q. and St. C. Ry. Co., which proposes to construct a line from St. Catharines to Niagara-on-the-Lake, and thence alongside the Niagara river to Queenston, Ont., has been passed.

Orford Mountain Ry.—At the last session of the Quebec Legislature a subsidy of 4,000 acres of land a mile was voted towards the construction of 12 miles of line from Eastman to the boundary between the townships of East Bolton and Potton. It is reported that the extension is under construction and will be completed in the fall, and further, that it is the intention of the company to extend the line from the Potton town line to the International boundary, and secure a connection with the C.P.R. at Masonville, Richford, or North Troy, Vt. (June, pg. 189.)

Ottawa, Brockville and St. Lawrence Ry.—An act was passed at the current session of the Dominion Parliament authorizing an extension of time for two years for the commencement and of five years for the completion of the projected line from Ottawa to Brockville, Ont., the extension to date from July 7, 1904. (June, pg. 189.)

Ottawa, Northern and Western Ry.—The Dominion Parliament at its current session passed an act authorizing an extension of time for five years for the completion of the line authorized from Hull to James Bay, Que., with branches to Lake Temiskaming and other unnamed points. The line has already been constructed to Maniwaki, 82.1 miles. (Dec. 1903, pg. 421.)

Owen Sound.—J. H. Holton, of Boston, Mass., recently visited Owen Sound, Ont., and went over the district with a view of reporting upon the prospects of an electric railway.

Pacific Northern and Omineca Ry.—An act has been passed at the current session of the Dominion Parliament authorizing an extension of three years for the commencement of this projected line from Kitimat Inlet, on the Pacific coast of B.C., easterly to the Peace River. (Jan., pg. 7.)

Pontiac and Interprovincial Ry.—The act authorizing the incorporation of a company with this title to construct a railway from Waltham to Ferguson's Point, Que., thence across the Ottawa river to the C.P.R. trans-