

Goderich and Wiarton are the terminal points of G.T.R. lines converging on Stratford; while Kincardine and Southampton are the terminal points of G.T.R. branches converging on Harriston and Mount Forest. The proposed line would give a through route along the lake shore, and a connection with the G.T.R. through to Buffalo via Stratford. Notice has not yet been given by the promoters of their intention to apply for a charter to construct this line, but a notice has been published by Goderich people applying for a charter to construct an electric railway over the shore route to Wiarton, among other lines. (Aug., pg. 235.)

Midland of Nova Scotia.—The third span of the bridge over the Shubenacadie River, between Grand Oak and South Maitland, has been floated into position. Two more spans have to be completed and floated out. The bridge will be 1,140 ft. in length, and H. V. Harris, General Manager, says he expects to see it completed by Oct. 1. The portion of the line between Windsor and the Shubenacadie has probably been opened for freight traffic. (Aug., pg. 231.)

Montreal Bridge Co.—Mr. Lafleur, acting chief engineer of the Department of Public Works, Ottawa, has recently inspected the site of the proposed bridge at Longueuil with a view of reporting on it to the department. (Aug., pg. 231.)

The Mount Sicker Ry., owned by the Lenora Mount Sicker Copper Mining Co., is 3 ft. gauge. It starts from Mount Sicker Siding, on the Esquimalt and Nanaimo Ry., Vancouver Island, and runs to the Lenora mine, rising 1,400 ft. in 6¼ miles. The steepest grade is 9.5%. About 70 tons of copper ore are being shipped over it daily for the smelter at Tacoma, Wash., and there are 20,000 tons of ore on the dump waiting shipment. The line is being extended from its present starting point at Mount Sicker Siding 5 miles to salt water at Osborne Bay, rising by switch backs 500 ft. over an intervening mountain. The grading has been completed and most of the rails are on hand. It is in-

tended to complete the extension this summer. The Co. has 2 locomotives, Shay geared, one 10 tons, the other 20 tons, and a passenger coach is being added. H. Croft, C.E., Victoria, B.C., is interested.

The Musquodoboit Ry. Co. has been merged into the Nova Scotia Eastern Ry. Co. (See pg. 275.)

Nanaimo-Alberni Ry.—J. H. Hawthornthwaite has just completed a survey for a more direct route between these two points than has hitherto been thought feasible. He has just reported to the Nanaimo Board of Trade that he has discovered an entirely practicable pass having an easy grade between Mount Arrowsmith and Mount Moriarty, 15 miles south of the present wagon road. This route will open up a considerable extent of fine agricultural country, and a hitherto unexplored mineral belt. (Aug., pg. 231.)

New Brunswick Ry. and Coal Co.—E. Hutchison, E. B. Winslow, C. A. C. Bruce, F. Stetson, W. Kitchin, A. P. Barnhill and R. A. Irving, were incorporated under this title at the last session of the N.B. Legislature, for the purpose of constructing a railway from Chipman to Gibson, with branches, and the right to connect with any railway in the Province. The capital is fixed at \$100,000, and the Co. may issue bonds or debentures up to \$250,000; additional bonds may be issued with the approval of the Lieut.-Governor for the purchase of other railways. The Co. has extensive powers under the mining clauses of its charter.

The Co. recently invited tenders to be sent in by Aug. 15, for the construction of the first section of 15 miles of railway from Chipman through the Newcastle coal fields, the tenders to include grading, building of bridges, track-laying, ballasting, building of station houses, water tanks, sleepers, fencing, etc., construction of telephone line and everything required for the complete construction of the railway, with the exception of the rails and fish plates, which will be supplied by the Co. E. G. Evans is engineer in charge.

In our last issue this Co. was erroneously

referred to as the Canada Ry. and Coal Co. (Aug., pg. 225.)

The Nipissing and James' Bay Ry. is projected to start from Nipissing Jct., Ont., where the G.T.R. joins the C.P.R., 4.4 miles east of North Bay, and to run via North Bay, and then north to James' Bay. A contract was recently let to J. O. Lepensier for the construction of a section starting 7 miles north of North Bay, but for what distance has not been made public. The work is being proceeded with. H. K. Wickstead, C.E., made the

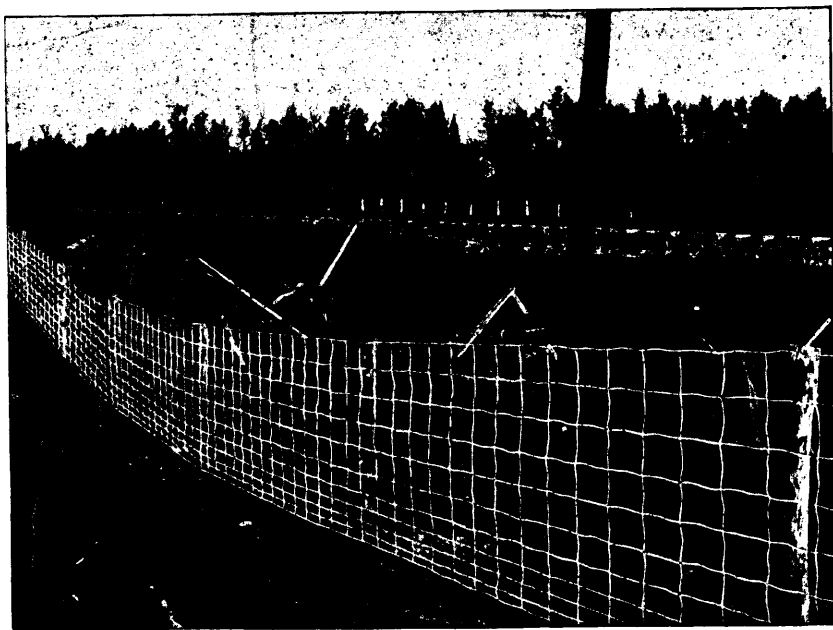
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