

**Quebec and Lake St. John Ry.**—The La Tuque branch, which will be 40 miles long, starts from La Tuque Jct., and track has been laid on it for the first mile. Work is being proceeded with during the winter. Jos. Paquet, La Tuque Jct., Que., is the contractor. Three miles of track were laid during 1904 on a projected extension from Valcartier to Gosford, 15 miles. It has not been decided when any further construction will be gone on with on this extension. (Jan., pg. 13.)

**Quebec Bridge and Ry. Co.**—We were advised, Jan. 21, that the steel falsework for carrying the electric cranel for raising metal, enclosing timber falsework for carrying cars loaded with bridge members for the south anchor arm, had been completed. The permanent metal for the south anchor arm is in course of delivery; at that time over 2,400 tons had arrived at Quebec, and about 17,124 tons, or about one-half the metal required, had been manufactured. It is hoped to have the south anchor arm, and the main posts for the long span completed during the current year. The bridge is of the cantilever type, and when completed will contain the longest span in the world, 1,800 ft., the present longest span being the 1,710 ft. span in the Forth bridge, Scotland. The total length of the bridge will be 3,240 ft., or a little more than half the length of the Forth bridge. It will consist of two approach spans, each 220 ft. in length, two shore arms of 500 ft. each in length, and the central span of 1,800 ft. The width of the floor will be 63 ft., and provision is made for a double track railway, two roadways for vehicles, and electric tracks. In cantilever bridges of this magnitude the individual members are necessarily of huge proportions, the main posts, for instance, being 325 ft. in length, and each weighs 750 tons.

The work of construction to connect the bridge with the railways has been commenced, and a mile of track has been laid from the Intercolonial Ry. track towards the bridge, and progress is being made on the remaining  $1\frac{1}{4}$  miles, which will connect with the south end of the bridge. A line from the north end of the bridge into Quebec city,  $6\frac{1}{2}$  miles in length, is also under construction. M. P. Davis, who had the contract for the substructure of the bridge, has the contract for the construction of the railway lines. E. A. Hoare is Chief Engineer in charge of the construction. (June, 1904, pg. 189.)

**Quebec Central Ry.**—We are advised that nothing has been definitely decided in connection with the proposed extension from Scott's to Levis, Que., as some arrangements, apart from those under the company's control, are not completed. (Sept., 1904, pg. 315.)

**Quebec Oriental Ry.**—The Quebec Legislature will be asked at its next session for an act extending the time for the commencement and completion of its projected railways, empowering it to enter into agreements with other companies, and to acquire other companies.

**Saguenay and James Bay Ry.**—The Quebec Legislature will be asked at its current session to pass an act giving to the Trans-Canada Ry., or the Quebec and Lake St. John Ry., a preferential right to acquire the charter and rights of the company.

**Salmon River and Northern Ry.**—Application will be made at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Hawkesbury, Ont., to Monte Bello, Que., thence by the Salmon River and other valleys to the crossing of the Transcontinental Ry. Hibbard and Orr, Montreal, are solicitors for the applicants.

**Saskatchewan Bridge Co.**—Application will be made at the current session of the Dominion Parliament for an act authorizing the construction of a bridge across the Saskatchewan River between Strathcona and Edmonton, Alta., for railway and general traffic. It is intended that the bridge may be used by any railway whose tracks are connected with it. The notice of application is signed by W. H. Biggar, General Solicitor of the G.T.R., and is evidently in the interests of the Grand Trunk Pacific Ry.

**Spokane-International Ry.**—Articles of incorporation have been filed at Spokane, Wash., by D. C. Corbin, for a company with this title, for the purpose of constructing a railway from Spokane to the International boundary in the Moyie River Valley, where it is proposed to connect with the C.P.R.

**St. Francis Valley Ry.**—Application will be made next session of the Quebec Legislature for the incorporation of a company with this title, to construct a railway from near St. Francis, on the St. Francis branch of the Temiscouata Ry., south-west of Lake Pohene-gamock, to near the International boundary at the outlet of the lake.

**St. Mary's and Western Ontario Ry.**—J. M. Adam, T. O. Robson, F. E. Butcher, P. S. Armstrong, J. Chalmers, R. S. Box, R. W. Dillon, of St. Mary's, Ont.; J. A. Rollins, J. W. Taylor, T. B. Carling, of Exeter, are applying at the current session of the Dominion Parliament for an act incorporating a company with this title, to construct a railway from near Woodstock to near Sarnia, via St. Mary's and Exeter, Ont. (Jan., pg. 15.)

**Sydney and Louisburg Ry.**—An extension of  $5\frac{1}{2}$  miles in length from Caledonia Jct. to colliery No. 6, was completed during 1904, and a mile of track connecting the S. and L. Ry. with the station of the Marconi Wireless Telegraph Co., at Glace Bay, N.S., was constructed by that company. (Oct., 1903, pg. 345.)

**Temagami Ry.**—Application is being made at the current session of the Dominion Parliament for power to construct an extension of this projected line, from near Sturgeon Falls to the Georgian Bay near the mouth of the French River. Royce and Henderson, Toronto, are solicitors for the promoters. (Sept., 1904, pg. 317.)

**Temiskaming and Northern Ontario Ry.**—The total length of this line, owned by the Ontario Government, at the end of 1904 was 138 miles, of which 112 miles from North Bay to New Liskeard was being operated by the Government, and of the other 26 miles, ballasting and other work was being done, and the contractor was running trains over it. The line is under contract for about 100 miles north of New Liskeard, and work is in progress on the grade beyond mileage 138 from North Bay. The line is intended to effect a junction with the line to be constructed by the Transcontinental Ry. Commission from Moncton, N.B., to Winnipeg, Man., and the length of the T. and O.N. Ry. will be determined by whether the Moncton-Winnipeg line will go north or south of Lake Abitibi. In the one case the line would be about 75 miles in length from New Liskeard, and in the other about 175 miles. (Feb., pg. 51.)

**Toronto Union Station.**—The Board of Railway Commissioners has issued an interim order respecting the Toronto esplanade and the Union Station matter, authorizing the expropriation of all the land asked for, compensation to be fixed as of the date of the first application to take any particular piece of land, and interest thereon at the rate of 5%. No instructions will be issued to the arbitrators as to compensation for business losses, this being left an open question. It was on this question that there was a difference of opinion between Deputy Chief Com-

missioner Bernier and Commissioner Mills. The Chief Commissioner agrees with the latter that the Board had power to authorize the arbitrator to provide for business losses, if it were disposed to do so; but held with the former that it was not expedient to make any order to the arbitrators regarding the awarding of compensation.

**Vancouver, Victoria and Eastern Ry. and Navigation Co.**—The company has under contemplation the extension of the line from Midway, B.C., to Orville, Wash., about 65 miles. The surveys have all been completed, but no contracts have been let. Jas. H. Kennedy, Grand Forks, B.C., is Chief Engineer. (Jan., pg. 15.)

**Vancouver, Westminster and Yukon Ry.**—Plans have been filed showing the additional land which it is proposed to acquire for terminal facilities in Vancouver, B.C. Press reports state that it is expected to make a start with the extension of the line northerly from Vancouver towards the Skeena country during the year. Agents of the company have recently been over a portion of the projected route taking options on the land. The Dominion Parliament, at its current session, is being asked for an act authorizing the fixing of the capital stock at \$12,000,000, and granting power to enter into agreements with the Vancouver, Victoria and Eastern Ry. and Navigation Co. (Jan., pg. 15.)

**Winnipeg and Lake Shore Ry.**—The Manitoba Legislature, at its last session, passed an act extending the time for the construction of the line proposed to be constructed by the Winnipeg and St. Andrew's Rapids Ry., and changing the name of the company to the Winnipeg and Lake Shore Ry. The line to be constructed will extend from Winnipeg east of Lake Winnipeg to the northern boundary of the province, and power is also given to construct branch lines.

**Wolfe, Megantic and Lotbiniere Ry.**—Application will be made next session of the Quebec Legislature for an act extending the time for the commencement and completion of this projected railway from Lime Ridge, Wolfe county, to Quebec Bridge, by way of the Thames River valley, and to otherwise amend the act of incorporation. (Feb., 1903, pg. 49.)

**Woodstock and Lake Huron Ry.**—Application is being made during the current session of the Dominion Parliament for an act incorporating a company with this title, to construct a railway from Woodstock to a point on Lake Huron between Kettle Point and Kincardine, Ont., through the counties of Oxford, Perth, Middlesex, Lambton, Huron and Bruce, or any of them. McKay and Mahon, Woodstock, Ont., are solicitors for the promoters.

**York and Carleton Ry.**—A projected extension of  $4\frac{1}{2}$  miles from Stanley village to Ryan Brook, N.B., has been surveyed, but no contracts have been let, nor has anything been definitely decided as to the probable date of construction.

**Canadian Northern Ry.**—Gross earnings for Jan., \$364,000; working expenses, \$175,500; net earnings, \$88,500, against \$211,800 gross, \$135,600 working expenses, and \$76,200 net earnings for Jan., 1904. Aggregate net earnings for seven months to Jan. 31, \$811,400, against \$673,800 for same period, 1903-04. Mileage in operation, 1,602, against 1,350 miles in 1903.

The Ottawa and New York Ry. Co. is applying to the Dominion Parliament for an act exempting it from the operation of sec. 5 of the Railway Act Amendment Act, 1904, which provides that the majority of the directors of a railway company receiving aid from the Dominion Government shall be British subjects.