

ing the two cities. No information can be gathered as to who is behind the project.

Winnipeg Electric Street Ry.—The city council has given permission for the improvement of the tracks on a number of streets, including additional tracks and siding on Portage avenue, with connections north and south with Main st.; double track on Notre Dame st., and the reconstruction of the track on Main st.; between Graham st. and the Assiniboine river.

Wolfe, Megantic and Lotbiniere Ry.—A meeting of the promoters of a line through the counties of Wolfe, Megantic and Lotbiniere, was held at Inverness, Que., July 7, at which W. H. Lambly and L. J. Frechette were appointed to interview the officials of the Portland and Rumford Falls Ry. with a view of getting that Co. to construct an extension of its line to the International boundary. The promoters are reported to have secured the surveys of a line projected some years ago to the boundary through South Ham and Scots town. A further meeting of the promoters will be held in Aug. The object of the projected line is said to be to secure a shorter and more direct route between Quebec and Portland, Me.

Woodstock and Centerville Ry.—An act was passed at the last session of the New Brunswick Legislature reviving the act incorporating this Co. and giving 3 years from Nov. 1, 1902, to commence, and until Nov., 1905, to complete the line. (April, pg. 148.)

The Cape Breton Electric Co. (Ltd.), in Jan., 1901, purchased the Sydney Gas and Electric Co., the Sydneys Ferry Co., and recently acquired the North Sydney Electric Light Co. In 1901 franchises were secured for the construction of electric railways in Glace Bay, and through the municipality of Cape Breton, and in 1902 from Sydney Mines and North Sydney, the intention of the Co. being to construct and have in operation a continuous system—car and ferry—between Sydney Mines and Glace Bay, with connections to the surrounding settlements. In connection with its street railway franchises the Co. also has lighting franchises in the different towns served. So far as the line between Sydney and Glace Bay is concerned, it is being constructed by the C.B.E. Co., under the charter of the Sydney and Glace Bay Ry. Co., in which the Dominion Coal Co. is jointly interested.

We were advised July 21 that seven miles of track, with complete trolley equipment, had been constructed in the town of Sydney, and the line completed between Sydney and Glace Bay, 15 miles. Eight miles of this latter line is over the old Reserve right of way, formerly used as a steam railway. The grades on this eight miles at no point exceed $1\frac{1}{2}\%$; the bed is practically of coal culm, and the ballasting of hard quality limestone. A power plant has been completed on Muggah's Creek, Sydney, with a capacity of 1,200 k.w., which will furnish the local lighting load for Sydney as well as supply power for the railway. The subgrade on the line to connect with the main line at Reserve, and to serve Dominion no. 1, Dominion no. 2, and terminate in Glace Bay, has been completed, and the track is being laid. There will be an auxiliary power house at Dominion no. 1. Bracket construction is employed along the Reserve right of way, and the line throughout has been thoroughly constructed, and it is claimed that it will be second to none for cleanliness, permanency of ballast and ease of travel. These lines are expected to be in operation by the end of August. It is intended to make the run from Sydney to Glace Bay in 40 minutes. At Reserve passengers for Dominion no. 1, or Bridgeport will transfer from the interurban line to the branch. The interurban cars will have 30 ft. bodies on double trucks, and during the rush hours 35 ft. trailers will be added.

The connection between Sydney and North Sydney, 6 miles, is made by ferry, and, as soon as the Sydney-Glace Bay lines are completed, construction will be commenced on an electric line, about four miles in length, from North Sydney to Sydney Mines. Bracket construction will be employed on this line, which will run along a cliff, and will give a picturesque ride during the summer.

The Co's. lines will serve a population of about 60,000. Stone and Webster, of Boston, Mass., are the promoters and financiers of the undertaking, and are also doing the construction and engineering. (June, pg. 189.)

Canadian Northern Ry. Construction.

Port Arthur Elevators.—Construction has been started on the new steel and tile elevator which it is expected to have completed in time for the storage of the present season's crops. The new elevator, which will have a capacity of 1,700,000 bush., will be entirely for storage purposes, and will bring the C.N.R. elevator capacity at Port Arthur up to 3,000,000 bush. It is being built on a pile and cement foundation, and will consist of 64 tanks each 70 ft. in height, and 21 ft. in diameter, and will, it is claimed, be absolutely fireproof. The elevator will be operated from the machine house of the present elevator, the machinery there being sufficiently powerful to operate both storage houses. There will be four conveying belts, with a capacity of 50,000 bush. an hour, which will operate between the two storage houses. (June, pg. 199.)

Port Arthur Docks.—The new docks and other wharf facilities are nearly completed, and the track has been laid up to the docks. The terminal facilities are reported to be thoroughly well constructed and sufficient for the handling of a very large business. (April, pg. 127.)

Port Arthur Union Station.—H. Sutherland, Executive Agent, states that there is a prospect of a union station being built this year. The plans are practically completed.

Port Arthur Hotel.—H. Sutherland says there is no foundation for the report that the C.N.R. is going to build an hotel at Port Arthur.

Ontario Division.—The ballasting of the line between Port Arthur and Rainy River is practically completed, and the line is reported to be in a first-class condition. (June, pg. 199.)

Duluth Extension.—The continuation of the Duluth extension from Gunflint Narrows, on the International boundary, to Ely, Minn., will be constructed by the Duluth and North Minnesota Ry. Co. R. G. Anchatz, Chief Engineer, recently went over the projected route in company with a number of contractors. (April, pg. 127.)

Port Arthur to Winnipeg.—An order has been placed with the Acton Burrows Co., Toronto, to supply enamelled iron plates to be used as names on the stations between Port Arthur and Winnipeg, and on the Carman branch.

Winnipeg Shops.—Steps had been taken for the construction of large shops at Winnipeg during the course of the present year, and plans were prepared. There is, however, so much other work to be attended to that it is not probable that anything further will be done in the matter before next year.

Winnipeg Terminals, Etc.—At the last sitting of the Railway Committee of the Privy Council the matter of the crossing of the C.P.R. tracks on Point Douglas avenue, by the C.N.R. was under consideration. The C.P.R. objected to the place asked for and suggested a crossing between Ogilvie's mill and the Red River as a more favorable point. The matter was adjourned pending an engineer's report. E. V. Johnson has since made

an inspection of both routes, and will report to the committee at its next sitting.

The C.N.R. has submitted to the Winnipeg city council a plan for its projected line to connect with the old Hudson's Bay railway. The line will branch from the present transfer track between George and May streets, following the river and crossing Gomez, Curtis, Annabella and Higgins avenues through the centre of lot 14, Dominion government survey, crossing the main line of the C.P.R. at that point. From there it is continued through block B, of the Dominion survey, lot 25, to River avenue, and along River avenue and the river bank, across lots 54 and 39 of the Dominion survey, to Main street, which it crosses diagonally on a long angle, from Alfred to Aberdeen streets. From there it strikes the north line of lot 40 of the Dominion survey, which is followed to the city limits.

Emerson Branch.—Surveys have been made by the Great Northern Ry. (U.S.) engineering staff for the construction of 2 miles of line to connect this branch with the G.N. Ry. branch at St. Vincent, Minn. The line will connect with the C.N.R. tracks at the bridge over the Red river recently acquired.

Surveys are reported as being made for an extension from Emerson easterly for about 20 miles.

Branch to Oak Point.—The work of reconstructing the old Winnipeg Great Northern line from Winnipeg to St. Laurent, 40 miles, has been commenced. It is said the line will be extended to Oak Point on Lake Manitoba, where wharf accommodation will be constructed. (June, pg. 199.)

Portage la Prairie Station.—We were recently advised that nothing definite had been decided in connection with the proposed new station. Several sites were under consideration. (April, pg. 127.)

Gilbert Plains Branch.—A special article in the Toronto Globe recently dealt, among other things, with the C.N.R. construction in Saskatchewan. It said: "The main line has been definitely located. It will strike off from the present line of the C.N.R., at Gilbert plains, and, passing south of Duck mountains, angle across the northeastern corner of Assiniboia. Entering Saskatchewan, it will cross the southern branch of the river about 20 miles north of Saskatoon, and the north branch will in all probability be crossed and recrossed again near Battleford. The run from the Saskatchewan will be almost straight across country, except where the grades forbid, to Edmonton, and the whole southern valley of the river will be tributary to the railway." We have been unable to get any official confirmation of these statements. The C.N.R. has a line in operation from Gilbert plains to Grand View, Man., 26.6 miles, and construction is in progress for 50 miles westerly from Grand View. (April, pg. 127.)

Erwood Westerly.—Press reports say that the extension from Erwood westerly will be constructed to Melfort, on the Carrot river, about 100 miles, this year. Grading is being pushed by the contractors who were reported at the end of June to have about 1,000 men at work. It is also said that this line will be extended into Prince Albert, about 80 miles beyond Melfort, next year. A survey party has just completed locating a line into Prince Albert. The line enters the town site from the southeast, and on reaching Saskatchewan avenue, follows that street to the west end of the townsite. (June, pg. 199.)

British Columbia Lines.—The act providing for the construction of a line from Bute Inlet, on the Pacific coast, to the eastern boundary of the province, near Yellowhead pass, was passed by the B.C. Legislature at its recent session. Amendments were adopted in committee varying the manner of paying the subsidy on the last 150 miles of the