

of the G.N.R. into Vancouver, B.C., is assured. The lines by which this is effected include the New Westminster Southern Ry., which extends from the International Boundary at Blaine, Wash., to the Fraser river, opposite New Westminster, B.C. This line was completed about 1890, and was acquired shortly afterwards by the G.N.R., which has since operated it. During 1903 a branch was built from Cloverdale, about six miles north of the International Boundary, to Port Guichon, at the mouth of the Fraser river, about 20 miles. From Port Guichon a steam transfer for passenger and freight cars is operated to Sidney, on the north end of the Saanich peninsula of Vancouver island, from which trains are run to Victoria over the old Victoria and Sidney Ry. This line was acquired by the Victoria Terminal Ry. and Ferry Co., which constructed some additional lines into Victoria and a terminal station there. In the early part of 1903 the V.T. Ry. and F. Co. was acquired in the interests of the G.N.R. To obtain a crossing of the Fraser river, the bridge built by the B.C. Government, and almost completed will be used. This bridge is available for the use of any railway company desiring to cross the Fraser river at New Westminster. Under the charter of the Vancouver, Westminster, Northern and Yukon Ry. there is being constructed, and also practically completed, a line from New Westminster to Vancouver, which will enter the latter city from the south by way of False Creek. This Company is practically a subsidiary of the G.N.R. (Oct., 1903, pg. 341.)

Guelph Junction Ry.—Representatives of the municipalities through which the projected extension of this line from Guelph to Goderich, Ont., will run, met at Goderich recently, the advocates of the northern and central routes meeting separately. At each gathering a resolution was passed recommending the adoption of the particular route running through their municipalities, and a second resolution pledging the representatives to do what was necessary to secure the passing of the by-laws granting the right of way through the several municipalities. (Dec., 1903, pg. 423.)

Halifax and Southwestern Ry.—In the course of the discussion on the speech of the Lieut.-Governor of Nova Scotia at the opening of the Legislature recently, Mr. Mackenzie, Mann & Co., were carrying on the work with characteristic energy, and that it was hoped to complete it in 1904. There had been a disposition to deflect the line away from the coast between Liverpool and Shelburne, on account of the shorter distance and easier construction, but the people desired a shore route through the settled country, and he was glad to know that the Provincial Engineer had been able to have surveyed a practicable route along the coast, which was only three or four miles further than that suggested by the contractors.

Application is being made at the current session of the Legislature for an act extending the time within which the line may be completed. In referring to this application Mr. Drysdale stated that upwards of \$1,000,000 had been spent on the line. The Caledonia branch of the old Central Ry. extending from New Germany to Caledonia, 22 miles, had been completed, and having passed Government inspection was now in operation. Of the 67 miles of line between Halifax and Mahone, 45 miles had been completed with the exception of the bridges. The contracts had been let for these structures and work on them would be hastened. There were on the ground rails, etc., for 73 miles of track. West of LaHave, between Bridgewater and Lunenburg, about three-fourths of the grading had been done. The Government was gratified at the rapid progress that had been made with the work. (Dec., 1903, pg. 423.)

Hamilton, Grimsby and Beamsville Electric Ry.—Application has been made to the Saltfleet, Ont., township council for permission to construct a spur line half-a-mile long to Van Wagner's beach, near Stoney Creek, where it is proposed to lay out a park. (Sept., 1903, pg. 305.)

Hamilton Radial Ry. (Electric).—Surveys are in progress at Oakville, Ont., in connection with the proposed extension of this line from its present terminus at Burlington towards Toronto. (Jan., 1903, pg. 23.)

Hampton and St. Martin's Ry.—This line, extending from Hampton, on the I.C.R., to St. Martin's, N.B., about 30 miles, has been placed in operation by the new company. The line ceased operations owing to continued deficits, and the new company was organized largely through the efforts of J. Merritt, of Merritt Bros., St. John, which firm is largely interested in lumbering along the line, and others resident at St. Martin's. Temporary repairs were made prior to again placing a train service in operation. The necessary rolling stock has been secured from the I.C.R. (Dec., 1903, pg. 423.)

Hudson's Bay to Buenos Ayres.—The incorporation papers filed on behalf of the Pan-American Rd. Co., at Guthrie, Ok., which desired to construct a railway from Hudson's Bay to Buenos Ayres, in the Argentine Republic, have been returned, the fees, it is stated, not having been paid. C. F. Beach, Jr., of London, Eng., was stated to be the principal promoter. (Sept., 1903, pg. 306.)

Huntsville and Lake of Bays Ry.—We were advised Dec. 12 that track was being laid on this mile of railway across the portage between the Lake of Bays and Peninsula lake, near Huntsville, Ont. (Dec., 1903, pg. 423.)

Intercolonial Ry.—The work of repairing the abutments along the Courtney bay branch at St. John, N.B., has been completed. The contract called for the partial reconstruction of one-third of the line, the work having to be done at three different points. About 500,000 ft. of timber was used in the work in addition to 4,500 yards of rock ballast and 1,500 yards of earth. P. S. McManus, of Sydney, was the contractor, the I.C.R. putting in new ties and relaying the rails. (Dec., 1903, pg. 425.)

Irondale, Bancroft and Ottawa Ry.—L. B. Howland, President and General Manager, recently stated that arrangements had been completed for the final surveys for the extension of the line from its present terminus near Bancroft to Renfrew, Ont., about 75 miles. (Dec., 1903, pg. 425.)

James' Bay Ry.—Surveys have been in progress at different points between Parry Sound and Sudbury, Ont. The work is in charge of H. K. Wicksteed, C.E. A route has not been finally adopted, and nothing has been announced as to when construction will be gone on with.

The Dominion Parliament, at its recent session, voted \$3,200 a mile, with the usual conditions under which there may be an increase to \$6,400 a mile, for a line from Toronto, round the east side of Lake Simcoe, and via Parry Sound to Sudbury, not to exceed 265 miles. This subsidy was voted in lieu of those previously granted subsidizing 55 miles of line from Parry Sound towards James' Bay. (Oct., 1903, p. 342.)

Kettle Valley Lines.—Application will be made at the current session of the B.C. Legislature by the Grand Forks and Kettle River Ry. Co. for an act authorizing an extension of the existing line from Grand Forks for 50 miles up the north fork of the Kettle river, following the river valley. The G.F. and K. Ry. is the B.C. title under which the line from Grand Forks, B.C., to the International Boundary was constructed, which line was extended under a State charter to Republic,

Wash. The Dominion charter under which the company operates is that of the Kettle River Valley Ry. Co. (Dec., 1903, pg. 425.)

Kingston, Portsmouth and Cataraqui Electric Ry.—Application has been made for the extension of the switch on Princess st. to Clergy st., and the matter has been referred to the Kingston city solicitor.

Kitamaat to Yukon Boundary.—Application will be made at the current session of the B.C. Legislature for an act incorporating a company to construct a railway from Kitamaat, or some other suitable point on the Pacific coast northerly to Hazelton, thence to Atlin lake and northerly to the 60th parallel north latitude. R. G. Macpherson, M.P., Vancouver, recently had an interview with the Premier at Ottawa, to urge the early commencement of a B.C. seaport to Dawson, Yukon, and he states that he was given every encouragement to proceed with the project. The present application is in the interests of those for whom Mr. Macpherson is acting.

Lake Erie and Detroit River Ry.—The repair shops of this company, at present located at Walkerville, Ont., are to be removed, and are to be placed at St. Thomas, Ont., which is to be the point at which the rolling stock of the Pere Marquette Rd., which owns the L.E. and D.R. Ry., used in Canada will also be repaired. The agreement with the St. Thomas city council, which is subject to ratification by the taxpayers, provides for the erection of shops at a cost of \$75,000, and the installation of machinery to cost \$50,000, and the employment of not less than 100 hands. The city gives a bonus of \$20,000, freedom from taxes for ten years, and manufacturers' rates for water. A start has to be made within six months, and the shops are to be completed by Dec. 31. Permission has been given for laying some extra tracks across Wilson avenue, the city to have the right to lay an extra street car track across the railway at this point. (Oct., 1903, pg. 343.)

Lake Superior, Long Lake and Albany River Ry.—A meeting of shareholders for organization purposes and the election of directors and officers was called to be held in Toronto Dec. 14, but was adjourned.

Levis County Ry. (Electric).—Tracklaying has been completed on the extension of the line to the ferry landing at St. Romuald, Que., and the whole line from Levis to St. Romuald, 10½ miles, is now in operation. Pending the completion of the bridge at Etchemin cars are being run over the I.C.R. bridge. The substructure for the bridge has been completed. (Oct., 1903, pg. 343.)

Lindsay, Bobcaygeon and Pontypool Ry.—The Railway Committee of the Privy Council has approved of the plans submitted for the entrance of the line into Lindsay, Ont. The line will pass under the G.T.R. bridge, and will follow the river between that company's line and river to the site of the station as originally proposed. This will be a more expensive line to construct than the first one proposed. (Nov., 1903, pg. 389.)

Mabou and Gulf Ry.—At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted for a line from Mabou coal mines to Glendyer, and thence to Orangedale, N.S., on the I.C.R., 34 miles, in substitution of a previous subsidy for 25 miles between Broad Cove and Orangedale; also for a line from the I.C.R. at or near Mine's Road station to the wharf at Caribou Cove, N.S., 4 miles. (Aug., 1903, pg. 269.)

Matane and Gaspé Ry.—A subsidy of \$3,200 a mile was voted at the recent session of the Dominion Parliament towards the construction of a railway from St. Octave on the I.C.R. to Matane, 30 miles. The M. and G. Ry. Co. is incorporated under a Quebec charter, and at the session of the Legislature in