runs northerly to Richmond Hill, thence almost directly to Vandorf, crossing the divide at an elevation of 1,020 ft. above sea level, about the 20th mile; thence east of Pine Orchard to Mt. Albert, where it crosses the Sutton branch of the G.T.R.; thence about 1½ miles from Zephyr, through Pefferlaw, Beaverton, Gamebridge, Brechin and Udney to a crossing of the Northern Division, G.T.R., between Washago and Severn Bridge; thence through Sparrow Lake, across the Severn at Ragged Rapids to Bala; thence along the west shore of Lake Joseph to Gordon Bay; thence as directly as may be to Parry Sound, crossing Seguin River just above the town; thence almost directly to Deer Lake on the Magnetawan River, crossing the latter below Mountain rapids; thence to west end of Wilson Lake. The total length of this line is about 148 miles. The plan shows a junction with the Canada Atlantic Ry., about three miles south-east of Quebec Siding, from which point the line into Parry Sound, 4.50 miles, has been in operation since 1902. The Orillia people are desirous of having the line taken through that town, and it is urged in their behalf that by so doing the barren and rough country near Washago would be avoided, and the distance between Toronto and Parry Sound shortened by about four miles.

From Parry Sound northerly to Sudbury the route has not been finally decided upon. The maximum gradient is 0.75% compensated and the maximum curve 6°. The work generally is light to the Severn with the exception of some eight miles in the Don valley, some of which is heavy. To the north of the Severn the work is mostly moderate with much rock work. The principal bridges are over the Trent Canal, the Severn, Muskoka Lake outlet, the Magnetawan, French and Wahnapitae rivers. H. K. Wicksteed is Chief Engineer; the divisional engineers are S. H. Sykes and H. A. Creighton; and D. O. Lewis is Locating Engineer.

A section of the old Belt Line, in the Don valley, has been purchased by the J.B. Ry. and it is reported that the Schomberg and Aurora Ry., which was constructed by interests connected with the Metropolitan Ry., from near Bond Lake to Lloydstown, will be absorbed by the J.B. Ry. (Sept., pg. 313.)

Kettle Valley Ry.—The preliminary survey for the extension of this line has reached Lynch Creek, 18 miles from Grand Forks, B.C., and the location survey has been completed for the first 12 miles. The survey is being pushed forward to Franklin, about 45 miles from Grand Forks. H. W. Warrington, General Superintendent, states that he expects construction will be gone on with next spring. Col. McNaught, formerly 2nd Vice-President, Great Northern Ry. of Canada, has recently been at Grand Forks, looking over the ground with a view of financing the construction of the line. (Sept., pg. 313.)

Kingston, Portsmouth and Cataraqui Electric Ry.—The Kingston, Ont., City Council has been recommended by the fire and light committee to increase by 25% the charge for power for operating this railway. The present charge is $6,000 a year, which the committee states is less than the actual cost of supplying the power. The city has recently taken over the company supplying power and lighting in the city. (Mar., pg. 78.)

Kootenay Central Ry.—Press reports from Fort Steele, B.C., state that the route of this projected line has been settled and that it will start from the Crow's Nest Pass line of the C.P.R. at the nearest practicable point to Fort Steele, and run northerly through the Kootenay and Columbia valleys to the main line of the C.P.R. at Golden. Nothing is said as to the probable date when construction will be commenced. Two survey parties went over the route from the Crow's Nest Pass line to Fort Steele in Oct., and location surveys are reported to be in progress. Engineers Grant and Armstrong are in charge of the parties, and J. G. Sullivan, Division Engineer of Construction, C.P.R., has general charge of the work. (Sept., pg. 313.)

Lethbridge, Alta., Union Station.—Representatives of the Alberta Ry. and Irrigation Co. have been discussing with the Lethbridge, Alta., Town Council a proposal to establish a union station there at an estimated cost of between $50,000 and $80,000. Representations have also been made to the C.P.R. on the subject. The proposition is to make Lethbridge the starting point for the local train running from McLeod to Cranbrook, and to be the southern terminal of the Calgary and Edmonton Ry.

Levis County Rd. (Electric).—A 215 ft. open span bridge is being built over the Etchemin River, to connect the company's line in Levis with the line in St. Romuld, thus completing the line. The Dominion Bridge Co., Montreal, has the contract. The company has installed one unit of 350 h.p. of its power plant at Levis. The difficulty with the power company was settled and a new contract entered into for the supply of 600 h.p. at $18.33 per h.p., instead of $20 per h.p., as formerly. The extension of the line to Chaudiere Basin, about two miles from the present terminus, is contemplated.

London and Port Stanley Ry.—The directors have under consideration a proposal to purchase land for additional terminal facilities in London, Ont. The Pere Marquette Rd. Co., which is now operating the line under lease, is desirous of bringing the roadbed, bridges, etc., up to present requirements, but will not spend any money for this purpose unless given an extension of the lease, which has now ten years to run. The matter is under discussion with the directors. (Sept., pg. 315.)

London Street Ry. (Electric).—New car barns are in course of erection to replace those recently destroyed by fire. Application has been made for permission to cross the tracks of the Pere Marquette Rd. at South St., and G. A. Mountain, Engineer to the Railway Commissioners, inspected the locality Oct. 7. (Sept., pg. 313.)

Manitoba Cement Co.—An arrangement is in progress of negotiation between the M.C. Co. and the C.P.R., by which the latter will construct a line of railway from Morden, Man., to the company's marl deposits some miles to the south. The M.C. Co., under its charter of incorporation, has power to construct a line of railway from Morden to range 6, west of the first principal meridian, almost at the International boundary. (Aug., 1903, pg. 269.)

Melita, Regina and Edmonton Ry.—Application will be made next session of the Dominion Parliament for the incorporation of a company to construct a railway from Melita, Man., via Regina, Assa., to Edmonton, Alta.; and from Melita to the International boundary in tp. 1, range 25, west of the 1st principal meridian. The promoters ask for extensive powers, including the right to hold timber limits, to carry on coal mining, to operate steamships, to develop water powers, etc. Crerar and Campbell, Melita, are solicitors for applicants.

Michigan Central Rd.—Construction will be commenced on an early date upon the Ross St. subway in St. Thomas, Ont. This work has been delayed owing to the reconstruction of the Kettle Creek bridge. The company's roundhouse at Windsor, Ont., was burned down recently, the damage being about $40,000. (Mar., pg. 79.)

Minudie Coal and Ry. Co.—Tenders are under consideration for the construction of six miles of railway from River Herbert, N.S., on the Intercolonial Ry., to Minudie, where the Minudie Coal and Ry. Co. opened a coal mine. P. H. Smith had charge of the survey and expects to have the contracts arranged at an early date. (Jan., pg. 5.)

Nepigon Ry.—No actual construction work has been done on this projected line from Nepigon Bay to Nepigon Lake, and from the north shore of the lake to the projected Transcontinental Ry. A good deal of preliminary work has been done, but it is not anticipated that real work will be commenced before next spring.

New Brunswick Coal and Ry. Co.—W. C. Hunter, Superintendent, recently stated that 25,000 ties had been put in, a number of bridges strengthened, yard facilities at Norton improved, and other betterments made during the summer. A new bridge is to be constructed over the Kennebecasis River at Norton.

New Brunswick Southern Ry.—The old Shore Line Ry. is being improved. Some new steel bridges are to be erected, the steel work for which was expected to be delivered in Nov. A 500-ft. trestle has been completed at Carleton, eight wooden bridges have been repaired and strengthened, and the abutments for the three steel bridges have been built. Contracts have been placed for 150,000 ties, of which 10,000 are for immediate delivery. M. Neilson, C.E., is looking after the work for the company.

Niagara, Queenston and St. Catharines Ry. (Electric).—Tenders are under consideration for the construction of the roadbed and wooden trestles on about 22 miles of line from St. Catharines to Queenston, via Niagara-on-the-Lake. The work to be done will consist of the excavating, grading and ballasting, the tracklaying and refilling, the erection of trestle work, the supply of steel tee rails and ties. It is expected that a contract will be let at an early date, and that work will be gone on with. H. W. Middlemist, A.M.I., C.E., Toronto, is chief engineer. (Aug., pg. 277.)

Nova Scotia Eastern Ry.—Hon. W. S. Fielding, Minister of Finance, recently stated in a speech that the terminus of this railway would be at Dartmouth, N.S. No arrangements have been made for starting construction, but negotiations for financing the construction are in progress.

Orford Mountain Ry.—The President, Judge Foster, stated in Montreal, Oct. 12, that construction on the projected extensions would be completed early in Nov.

Ottawa Electric Ry.—The double-tracking of the line on Broad Street, from Wellington Street to the station, will be gone on with as soon as the necessary consents have been obtained.

Ottawa River Ry.—In an interview recently H. W. Raphael, Treasurer, said he could definitely state that the line would be an accomplished fact within two years. After crossing the Back River, near Bord à Plouffe, the line will pass by St. Eustache, St. Placide, St. Benoit, St. Andrews, Lachute, by the Lake of Two Mountains, Que., to Hawkesbury, Ont. Engineers have been out for a year locating the line, and the exact route will shortly be announced.

Pere Marquette Rd.—Press reports current in St. Thomas, Ont., state that the P.M. Rd. has not abandoned its project to build an independent line from St. Thomas to Buffalo, N.Y. The company has a charter for this line, but after making surveys, the project was given up and an agreement made with the Michigan Central Rd., by which that company's lines were run over from St. Thomas to Buffalo. The report that the P.M. Rd. has been acquired by the Erie Rd. is probably the cause of the revival of the proposal to build an independent line.