

been considerably improved since the new owners took the line over.

At the current session of the Dominion Parliament an act was passed authorizing an extension of the line from Havelock, N.B., to Chipman; from between Havelock and Chipman to Salisbury or Moncton, and from Elgin to near Alma on the Bay of Fundy. (Mar., pg. 95.)

Embro Radial Ry.—J. Sutherland, J. G. Lindsay, W. E. Andison, W. R. Munroe, J. Munroe, D. R. Ross, H. Adams, H. Sutherland, Embro, Ont., were incorporated at the last session of the Ontario Legislature under this title to construct an electric railway from Embro to Beachville, from Embro to Woodstock, from Embro to lot 15, con. 8, Oxford, from Embro to Stratford, from Embro to St. Mary's. The capital of the company is fixed at \$400,000, apportioned to the different sections of the line, and work may be commenced on any one section, so soon as 25% of the capital apportioned for that section shall have been paid up. (Mar., pg. 95.)

Fort Erie to Chippawa.—The proposal to construct an electric railway between Fort Erie and Chippawa, Ont., and in regard to which an agreement was entered into between the Commissioners of Queen Victoria Niagara Falls Park and the Fort Erie Ferry Ry. Co., respecting the embankment of Niagara river, has not gone beyond the promotion stage. At the recent session of the Ontario Legislature an act was passed giving the Commissioners power to enter into an agreement with any company to construct an electric railway between the two points named, such company being debarred from amalgamating with any electric company holding a Dominion charter. The line and highway is to be laid out and constructed according to a profile and specifications contained in the act, and the company is to pay a rental at a rate to be agreed upon for the privileges conveyed. Pending the agreement with a company the Commissioners may incur necessary expenditures for the preservation of the park against the wash of the river; for the repair or construction of the highway along the river, and for the purchase of any land required for the purpose; such expenditures to be considered in making an agreement with a company to construct the electric line. The act declares that the agreement made with the Fort Erie Ferry Ry. Co., and the acts ratifying the same are null and void. (Oct., 1901, pg. 307.)

Fort Frances, Manitoba and Northern Ry.—A. and L. B. Blum, Boston, Mass.; E. W. Smith, Meriden, Conn.; J. G. Mollatt, New York city, were incorporated at the recent session of the Ontario Legislature with this title to construct a railway, to be operated by steam or electricity, from Fort Frances northerly to the C.P.R. transcontinental line at or near Dinorwic, with a branch from Manitou lake to the C.P.R. transcontinental line at Dyment, together with other branches. The authorized capital of the company is \$1,000,000, and power is given to issue bonds to the extent of \$20,000 a mile. The company is empowered to develop electric power, to own elevators, etc., to enter into agreements for leasing or hiring rolling stock, and to amalgamate with the C.P.R., the G.T.R., the Ontario, Hudson's Bay and Western Ry. Co., the Algoma Central Ry., the Canadian Northern Ry. and the Canada Western Ry., or any other railway. (Jan., pg. 21.)

Fraser River Bridge.—We were advised June 4 that pier 4 was about down to its final position, and pier 2, a double pier, had not been started, but as it is a small affair it will give no great trouble. Work on pier 3 has been stopped for the present owing to having struck a nest of logs. This will prevent any further work from being done on it until after the high water has subsided. Construction on the approaches is being rapidly proceeded

with, and work on the superstructure will be begun shortly. (June, pg. 213.)

Great Northern Ry. of Canada.—The repairs to the Grand Mere bridge, which was destroyed by fire early in May, have been completed and through traffic resumed. During the reconstruction of the bridge passengers were transferred across the river in a ferry, a train being run to the bridge on either side of the river.

We were recently advised that nothing definite had been decided as to the construction of additional lines or projected branches for the current season. (Feb., pg. 39.)

Guelph Junction Ry.—W. Bell, President, and other officials recently had an interview with Sir Thomas Shaughnessy, President C.P.R., with respect to the projected extension of the line to Goderich. This extension has been contemplated for a long time, and President Bell states that provided sufficient encouragement is given by the municipalities through which it will pass it will soon be constructed. (May, pg. 147.)

Guelph Ry. Co. (Electric).—By an act passed at the recent session of the Ontario Legislature the title of the company was changed to the Guelph Radial Ry., and it was authorized to extend its line from its present terminus on the Elora road, to Mount Forest, via Elora, Fergus and Arthur; from Guelph to Erin, with other extensions to Puslinch lake and Preston. The company is given power to enter into agreements with other companies and to connect its lines with those of other companies. The company may issue bonds to the extent of \$20,000 a mile, which may be charged on any section of the line as if it were a separate railway. Freight may be carried on all the lines with the approval of the Railway Committee of the Privy Council. The city of Guelph may within six months acquire the line, together with the Puslinch lake property, for \$30,000, subject to the existing debt, or if this right is not exercised authority is given to the council to subscribe for \$25,000 of the company's preference stock. (Mar., pg. 95.)

Halifax and Southwestern Ry.—We were recently advised that the final approval by the Nova Scotia Government of the plans for the line between Halifax and Mahone had not been received, consequently it is impossible to give the exact route which will be followed. Several conferences have recently taken place in respect of the location of the line near Liverpool, and a Government engineering party has been sent out to survey a line from near Port Medway to Brooklyn.

The contract which J. A. Wheaton had for grading near Hubbard's Cove, about 6 1-3 miles has been completed. Angus Sinclair has a contract for grading from Mahone Bay towards Halifax, on the section for which plans have been accepted, which he has sublet as follows: H. Sorette, 5 1-3 miles; J. Cote & Co., 6 2-3 miles; J. G. McDonald & Co., 5 2-3 miles; J. Cote & Co., 2 miles; J. Kennedy, 4 miles; McDonald & Mitchell, 2 miles; N. Nicholson, 2 miles; Henderson & Scott, 10 miles. (June, pg. 214.)

Hamilton and Caledonia Ry. Co. (Electric).—An act was passed at the recent session of the Ontario Legislature extending the time for the commencement of the line authorized from Hamilton to Lake Erie, via Caledonia, and authorizing the construction of a branch from Cayuga easterly to Dunnville. The lines have to be commenced within two years and completed within five years. The title of the company was also changed to the Hamilton, Caledonia and Lake Erie Ry. Negotiations are in progress with the Hamilton city council for a right of way within the city. Considerable objection has been made to the route surveyed by the Company, and the council is trying to arrange an alternative route. (June, pg. 215.)

Hamilton, Grimsby and Beamsville Ry. Co. (Electric).—An act was passed at the recent session of the Ontario Legislature confirming a by-law of the village of Beamsville settling a matter in connection with the right of way granted to the company. (June, pg. 215.)

Hudson's Bay and Pacific Ry.—An act has been passed at the current session of the Dominion Parliament extending the time within which the line from Fort Churchill on Hudson's Bay, to Calgary, Alta., may be commenced, for a period of two years, and the time within which it may be completed for five years from Oct. 1, 1903. (Mar., pg. 95.)

Huntsville and Lake of Bays Ry.—The application of the company at the recent session of the Ontario Legislature for an extension of two years within which work may be commenced, and of five years for the completion of the line, was passed. No railway subsidies having been voted at the recent session, the company's application for one was not successful. (April, pg. 119.)

Huron, Bruce and Grey Electric Ry.—At the recent session of the Ontario Legislature an act was passed changing the name of the company to the Ontario West Shore Electric Ry. Co., and authorizing the construction of additional lines as follows:—From Dunganon, via Lucknow, to Walkerton, Ont.; also to Wingham; and from the Huron-Middlesex boundary to Sarnia. The township of Colborne has passed a bylaw granting \$7,000 towards the construction of this line. (Mar., pg. 95.)

Huron, Erie and Buffalo Ry.—The Dominion Parliament has passed the act applied for at the current session, incorporating a company, consisting of officials of the Pere Marquette Rd., to construct a railway from St. Thomas to the Niagara river. The capital of the company is fixed at \$2,000,000; construction is to be commenced within two years, and power is given to acquire a bridge across the Niagara river. Press reports state that the Pere Marquette Rd. will not construct any extension of its Ontario line, the Lake Erie and Detroit River Ry., but will give its traffic between St. Thomas and the Niagara river, either to the G.T.R. or Michigan Central lines, the reason given for this decision being that there would be no local traffic for an additional line. (June, pg. 215.)

Huron and Ontario Ry.—The act reviving the charter of the H. and O. Ry. Co. has been passed at the current session of the Dominion Parliament, and power given to construct an extension of the projected line from a point between Bradford and Shelburne, Ont., to Toronto. Construction is to be commenced within two years, and power is given to amalgamate with any railway company in Canada. (June, pg. 215.)

Intercolonial Ry.—Work has been commenced at the Three Mile House grading for the double track between Richmond and Rockingham, N.S. Reid and Archibald are the contractors.

A number of additional sidings are being constructed at Point Tupper, N.S., and also at a number of points in New Brunswick.

The 100 lb. rails laid on the uncompleted Chignecto Marine Ry. have been purchased by the I.C.R., and are being used to replace light rails on the line near Campbellton, N.B.

Press reports state that 15 miles of new fencing will be put up on the St. John division during the year.

It is reported that about 1½ miles of line between St. John, N.B., and Jardine's bridge will be double tracked.

Construction will, press reports state, be resumed at Gilbert's Island yard, St. John, early in July. The principal work to be done to complete the yard is tracklaying and ballasting.