

X. Kennedy, M.L.A., Douglstown, and **N. Rioux, Quebec,** are applying to the Quebec Legislature for an act of incorporation under this title to construct a railway from some point near St. Octave de Metis to Gaspé Basin by way of Matane, with connections with the Atlantic, Quebec and Occidental and branches at several places.

Michigan Central Rd.—A contract for grading for a second track between Bismarck and Ridgetown, Ont., 18 miles, was let several months ago, and the work is practically complete, but it is not likely that track will be laid until spring. (Dec., 1901, pg. 355.)

Middleton and Victoria Beach Ry.—Two routes have been surveyed by D. S. Noble, C.E., between Bridgetown, N.S., which was to have been the original starting point of the line, and Middleton, N.S., the present proposed point of junction with the Dominion Atlantic Ry. One is next to the main Annapolis highway, and the other just south of the Clarence road. The latter route is most generally desired by the residents of the district. One of the routes, it is stated, parallels the D.A.R. from Middleton to Paradise at a distance of only a few rods. L. Whitman, C.E., and W. F. Pickering have been assisting Mr. Noble in making the surveys. The Co.'s offices are in Bridgetown. (Dec., 1901, pg. 355.)

Midway and Vernon Ry.—It is reported that J. Coyle, C.E., of Butte, Mont., has made a preliminary survey of a route between these B.C. points. He is reported as saying that the country to be opened up is a good one and that there are no engineering difficulties in the way of its construction as a 1% grade can be obtained. Three survey parties are to be put on, one to work from Midway, another from Vernon, and the third from Carmi, on the west fork of the Kettle river. R. Wood, of Greenwood, B.C., is one of the promoters of the line, and, it is stated, has secured sufficient financial backing in the U.S. to build the line. (June, 1901, pg. 175.)

Montreal-Longueuil Bridge.—H. Hogan, President of the Montreal Bridge Co., gives notice that application will be made to the Dominion Parliament for an act extending the time for the completion of its undertaking. This is the charter in which C. N. Armstrong and Mayor Prefontaine, of Montreal, are interested. In addition to this notice and the one given by Archer & Perron, of Montreal, Madore & Guerin, solicitors, Montreal, give notice that they will apply for an act to incorporate a company under the title of the Mon-

treuil and St. Lawrence Bridge Co. to build a bridge between Montreal and Longueuil, to construct railways in connection with it and to connect with existing lines, and also to establish a Union station in Montreal. Press reports say that Mayor Prefontaine has been negotiating with M. Connolly with a view of forming a company with a capital of \$6,000,000 to build the bridge. (Dec., 1901, pg. 357.)

Morden and North-Western Ry.—Munson and Allan, solicitors, Winnipeg, give notice of application at the next session of the Manitoba Legislature for an act authorizing the Co. to amalgamate with or to sell or transfer its railway, property, rights, and franchises to the Canadian Northern Ry. Co. The M. and N.W. Ry. was incorporated in 1901 to construct a line from the international boundary, north-westerly through Morden to Miami, Treherne, Carberry to Neepawa, thence westerly or north-westerly to the western boundary of the province, with branches from Morden to the international boundary south of Snowflake; and from Morden to Winnipeg, with a branch therefrom to Carman. (May, 1901, pg. 159.)

Mount Slesker Ry.—The grading for the extension of this line from the crossing of the Esquimalt and Nanaimo Ry., to Osborne Bay, B.C., is completed, all the bridges are finished, and tracklaying is reported to be proceeding. (Dec., 1901, pg. 357.)

New Brunswick Ry. and Coal Co.—The surveys for the continuation of this line from Newcastle, to which point the section under construction will carry it, to Gibson have been completed, and it is reported that tenders are under consideration for its construction. The line will be carried across the Nashwaak river near its mouth, by a steel bridge carried on stone and masonry abutments and piers, then taking a sharp turn to the left, will connect with the track of the Canada Eastern, near Gibson station, over which trains will be run into Fredericton. (Dec., 1901, pg. 357.)

Nepigon Ry. Co.—N. W. Rowell, solicitor, Toronto, gives notice that application will be made to the Ontario Legislature for an act to extend the time allowed for the completion of this Co.'s proposed line from Nepigon, Ont., on the C.P.R., to the shores of Lake Nepigon, and to extend the line from that point by way of the Albany river valley to some point on James bay.

The New York and Ottawa Ry. is reported to have completed the addition to its repair shops at Ottawa.

Nipissing and James' Bay Ry.—Some grading is reported to have been done north of North Bay during the past season, but we are unable to obtain any definite information as to the quantity. (Nov., pg. 1901, 337.)

Nova Scotia Eastern Ry.—An inspection of the proposed routes from Halifax to the Strait of Canso, and between New Glasgow and the two proposed junctions with the main line has been completed by H. Dunkin, C.E., representing the N.S. Government and P. S. Archibald, representing the N.S.E. Ry. Co., and a report has been presented to the Government. No fixed terminal point at the Strait of Canso has been decided on, there being three possible points, and only further surveys will determine which is best. By one of these routes there will probably be a saving of 25 to 30 miles over the I.C.R. between Halifax and the strait. The principal places to be served by the proposed lines include Musquodoboit and St. Mary's river valleys, a large mining population at Isaac's Harbor, Goldsmith and Salmon river; practically all the fishing points in the two counties of Halifax and Guysboro and a large lumber district. The grading will be moderately heavy, but there will not be any heavy bridging—100 ft. will probably be the longest span. The maximum grade will be 1% and the maximum curve will have a radius of 1,000 ft. The total length of the line and branches will be about 200 miles. A conference between a number of the directors and the Provincial Cabinet was held in Halifax, Dec. 9, in reference to the subsidy for the line. (Dec., 1901, pg. 357.)

Pacific Northern and Omineca Ry.—The surveys that have been made under the direction of J. H. Gray, C.E., during the summer in the Kitamaat valley, which were referred to on pg. 355 of our Dec., 1901, issue, are now spoken of by press reports in Pacific coast papers to have been made for the P.N. and O. Ry., and not for the Kitamaat Ry. as formerly. A very favorable location is said to have been established up the Kitamaat valley by way of Laketsi lake basin to the Skeena, near the mouth of Copper river, a distance of 82 miles. Two summits are crossed, the first at an elevation of 675 ft., and the second at 700 ft. The prevailing grade will be 53 ft. to the mile, and for a short distance only there will be a grade of 78 ft. to the mile. It is said there has been actually located and cleared a portion of the grade at the mouth of the Kitamaat. It is stated that construction will be

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