

Grand Forks Ry., the Washington, U.S., Co., were made by J. Manley, C.E., who is also in charge of construction which is being proceeded with. Contracts have been let on the U.S. section as follows: Beck and Hall, two miles near Curlew; J. A. Musson, two miles near Curlew; J. Lane, two miles between Lambert Creek and Curlew; two miles adjoining, J. Barrow. These are probably sub-contracts, as it is reported that G. S. Deeks & Co. have the contract for the whole line. This line from the International boundary at Carson practically parallels the line now under construction by the Great Northern Ry., U.S., described below. (Aug., pg. 227.)

**Great Northern Ry. of Canada.**—The cut-off proposed to be constructed from Garneau Jct. to St. Catherines on the Quebec and Lake St. John Ry., 22 miles from Quebec, will shorten the distance into Quebec by the G.N.R. 15 miles, as compared with the present route by Riviere à Pierre. The cut-off will be 58 miles in length, and will pass through St. Stanislas, St. Casimer, St. Alban on to St. Catherines. The grades will be 0.6%, compensated opposed to eastbound traffic, and 1% compensated opposed to westbound traffic, and the maximum curvature will be 4°. Contractors have gone over the ground with a view of tendering for the work, and bridge companies have been asked to submit tenders for the superstructures of the bridges, but no contracts have been let.

At the western end of the line it is proposed to extend from Hawkesbury, via Caledonia Springs to South Indian, Ont., where a junction will be effected with the Canada Atlantic Ry., 23 miles from Ottawa. This extension will be 32 miles, the grades and curvature will be about the same as on the cut-off from Garneau Jct. to St. Catherines. A contract for this extension, we are informed, will be let shortly. (Aug., pg. 229.)

The Co. is preparing for a big fall business in grain and is laying three extra tracks into its Quebec elevator.

A complete description of the G.N.R. is given on pg. 259.

**Great Northern Ry., U.S.**—A line is under construction from Marcus, Wash., at the junction of the Columbia and Kettle rivers, on the line of the Spokane Falls and Northern Ry., a subsidiary of the G.N.R., and Midway, on the International boundary, 66 miles; with a branch to Republic, Wash., from Curlew, 20 miles. Of this line 15 miles, from Cascade to Carson, are in B.C., and are being constructed under the charter of the Victoria, Vancouver and Eastern Ry. (See pg. 275.) The G.N.R. desired to tap the Republic country, but although the distance between Marcus and Republic is less than 45 miles, the country is so difficult that about 70 miles of railway has to be constructed to reach it. The sections of the line under contract are from Marcus, Wash., to the International boundary at Cascade, B.C., 26 miles, connecting with the 15 miles being constructed in B.C. by the V.V. and E., to Carson; then commencing at the International boundary at Carson, and proceeding southerly to Curlew, then bending northwesterly to the International boundary at Midway, 25 miles; with a branch from Curlew to Republic, 20 miles. This gives altogether 61 miles of railway in Washington state, and 15 in B.C., making altogether 76 miles under construction. The grade on these sections of the line will not exceed six-tenths of 1%. The line from Marcus to Midway will form part of the route which the G.N.R. Co. contemplates constructing to Vancouver and Victoria, B.C. The line from the International boundary at Midway to Vancouver will be about 335 miles in length, will traverse the Okanagan and Similkameen districts, and will be constructed under the charter of the V.V. and E. Ry. The ferry connection between the mouth of the Fraser river and Sid-

ney, Vancouver island, and the terminals in Victoria, are being constructed under the charter of the Victoria Terminal Ry. and Ferry Co. (Aug., pg. 233.)

**Halifax and Yarmouth.**—R. J. Campbell, Vice-President of the Cape Breton Ry. Extension Co., is reported to have recently stated that he and his associates in the Dominion Securities Co. recently offered the Messrs. Brill and Fletcher, of Philadelphia, \$750,000 for this line from Yarmouth to Barrington.

Mackenzie, Mann & Co. have arranged with the Nova Scotia Government for the construction of the Halifax and Southwestern Ry., and it is likely that they will secure the H. & Y.R. See pg. 257. (Aug., pg. 229.)

**Hillsborough Branch Ry. Co.**—By an act passed at the last session of the New Brunswick Legislature it is provided that the failure to hold the annual meetings of this Co. as provided for by 39 Vic., chap. 57, sec. 8, did not invalidate the charter, and it is enacted that none of the acts or proceedings of the directors shall be in any way affected or impaired by reason of failure to hold the annual meeting.

The Salisbury and Harvey Ry. obtained a Dominion charter in 1900 authorizing it to construct certain branch railways in and around Hillsborough. (May, 1900, pg. 145.)

**Intercolonial Ry.**—An 18-stall roundhouse is being built at Sydney, and the yard is being re-arranged prior to the erection of new station buildings off Ferry St.

C. Schrieber, Deputy Minister of Railways, on returning from his recent inspection, stated that out of the 96 miles of the Cape Breton line, 84 had been laid with new heavy rails.

The building of the ferry landings at Mulgrave and Point Tupper, for the car ferry recently launched at Newcastle-on-Tyne, Eng., is proceeding satisfactorily, according to a statement made by the Deputy Minister of Railways on his return from a recent inspection of the line.

The line from the Straits of Canso, eastward to New Glasgow, General Manager Pottinger says, is to be relaid with new 80-lb. steel rails. He also says that a double track is likely to be built from Halifax to Windsor Jct., where the Dominion Atlantic joins the I.C.R.; and that all the bridges along the line are to be strengthened so as to enable the management to run the heavy new engines right through to Montreal.

It has been reported that the headquarters for the Eastern Division would be removed from New Glasgow to Sydney, but General Manager Pottinger says that no such move is contemplated, the present headquarters being the more central.

Tenders have been received for the construction of a creosoted pile wharf at Pictou, N.S.

At Stellarton an 18-stall roundhouse is in course of construction.

**Interprovincial Bridge.**—It is reported that at the solicitation of the Mayor of Ottawa President Beemer has decided to name the bridge "Alexandra," and will invite the Duke of Cornwall and York to formally designate it. (Aug., pg. 229.)

**Inverness and Richmond Ry.**—An extension of about 4 miles from the south end of this line at Port Hastings, N.S., via Port Hawkesbury, to connect with the I.C.R., near Point Tupper, has just been completed. A four-stall roundhouse and a turntable have been built at the northern terminus at Broad Cove. At the northern end construction has not commenced on the proposed extension from Broad Cove to Cheticamp, and it is said to be doubtful if any work will be done on this section this year. (Aug., pg. 229.)

The Inverness-Richmond Collieries and Ry. Co. of Canada (Ltd.) is a company incor-

porated under the Companies' Act of Great Britain for the purpose of opening up coal mines in the Broad Cove and other districts of Inverness and Richmond, N.S., and of building and operating railways in connection therewith. Under its charter the Co. acquired considerable areas of coal lands in Cape Breton and commenced operations thereon, but no railways were constructed. The Inverness and Richmond Ry. Co. was incorporated by the Nova Scotia Legislature in 1887, and the legislation has been amended from time to time since then. This charter was acquired by Mackenzie, Mann & Co. in 1899 and 56½ miles of line between Port Hastings and Broad Cove have been constructed. Mackenzie, Mann & Co. have purchased the shares of the I. & R. Colliery and Railway Co., and an application is being made for a charter for this Co. under the Ontario Companies' Act, in order that the whole of the enterprises controlled by Mackenzie, Mann & Co. in Cape Breton may be operated together and without having to comply with the formalities of the British laws. Application will in due course be made to the N.S. Government for registration of the new company there.

**James Bay Ry.**—A contract has been let for the construction of about 4½ miles of this line from Quebec siding, on the Canada Atlantic Ry., some 3 or 4 miles east of Rose Point, to the town of Parry Sound. Johnston and Beveridge, of Parry Sound, are the contractors, and Ald. S. R. Poulin, of Ottawa, is interested with them. The contract calls for its completion by Oct. 5. The work is heavy, principally rock, with 6 or 7 trestle bridges from 100 to 300 ft. in length. The line was located by H. K. Wicksteed, C.E., who has since gone to Nova Scotia in connection with the Halifax & South-Western Ry., and the construction is under the charge of R. F. Tate, C.E., of Mackenzie, Mann & Co.'s staff. (Aug., pg. 229.)

**Kingston and Pembroke Ry.**—Surveys for the extension of this line from Sharbot Lake to Lanark, 27 miles, are being made, and F. A. Folger, Jr., General Superintendent, states that the line will most likely be constructed to that point by Christmas. The Co. proposes to carry this extension on to effect a junction with the C.P.R., at Carleton Place, making the length of the extension from Sharbot Lake, 41 miles. The Ontario Legislature gave a bonus of \$75,000 for 25 miles to Lanark, and the Dominion Parliament voted \$131,000 for the whole 41 miles of the line.

The press report that the Co. is contemplating an extension from Sharbot Lake, northwesterly to Palmer's Rapids, about 40 miles, is at least premature. Nothing is likely to be done in that direction in the near future. (Aug., pg. 230.)

**Lake Erie and Detroit River Ry.**—A full description of this Co.'s extension from Ridgeway to St. Thomas is given on pg. 258.

A site has been purchased east of the line, near Pinafore Park, St. Thomas, on which it is proposed to erect a roundhouse.

The Erie and Huron division is to be laid with 70 lb. rails this fall, the present rails weigh 52 lbs. to the yard. New ties are being distributed along the track between Rondeau and Sarnia.

**Manitoulin and North Shore Ry.**—The proposition made by residents of Kincardine asking for an extension of this railway from Owen Sound, down the western shore of Lake Huron to Goderich is being favorably considered and negotiations are in progress between the local municipalities and President F. H. Clergue. It is suggested that the line should join the M. and N. S. Ry. at or near Park Head, between Owen Sound and Wiarton, and passing through Southampton, Port Elgin, Underwood, Tiverton and Kincardine, on to Goderich, a distance of about 75 miles.