

delivered at Goderich for that end of the line. A Goderich press representative recently went over the line from that end as far as the Manchester bridge, and reports the grading nearly all completed, and the bridge work well advanced. (Aug., pg. 351.)

Halifax and Southwestern Ry.—A plan and description of the site and side elevation of a proposed fixed railway bridge at the crossing of the Jordan River, Shelburne, N.S., has been filed, and application has been made for an Order-in-Council approving of the plan and location. (July, pg. 281.)

Intercolonial Ry.—A contract has been let to W. Kitchen, Fredericton, N.B., for the erection of two new bridges and the construction of a short piece of line to do away with some curves near St. Leonards Jct., and Mitchell, Que. It is expected that the work will be completed by the fall.

In connection with the projected work upon the line between Indiantown and Blackville, N.B., with a view of putting it in order for operation, we are advised that nothing has so far been done. The sum of \$25,000 has been voted by Parliament for the work.

An extension will be built on the north side of the existing train shed at St. John, N.B., to take in another track, making four under cover, instead of three as at present. This extension will be of steel columns resting on concrete piers, spaced about 16 ft. centres, the sides being left open. Every other window in the existing wall will be replaced by doors, providing access to and from cars standing on track in the extension with main building. The existing baggage room on the south side of the train house will be enlarged, making it twice its present capacity; the new addition will be carried up two stories, the upper floor being fitted up for the accommodation of the railway employees. A contract has been let for the work to A. R. Clark.

Tenders are under consideration for the construction of a cribwork quay wall at Halifax, N.S., and for grading, etc. on the Sydney Mines branch. (Aug., pg. 351.)

James Bay Ry.—The Board of Railway Commissioners has approved of sites for stations at the following points: Duncan (York Mills), mileage 10 from Toronto; Richmond Hill, mileage 20; Gormley, mileage 25.75; Vandorf, mileage 30; Pine Orchard, mileage 35; Mount Albert, mileage 40; Zephyr, mileage 44; Pefferlaw, mileage 54.75.

A contract for the grading from Parry Sound to French River, Ont., about 70 miles, has been let to Angus Sinclair, and it is expected to do the work as far as the Magnetawan River this year. The Northern Construction Co. has the contract for the grading from the French River to Sudbury. The contract for the tracklaying from Parry Sound to Sudbury has been let to Angus Sinclair. (Aug., pg. 351.)

Klondike Mines Ry.—A mortgage deed to J. Carlisle and R. A. Lowther, securing an issue of bonds at the rate of \$30,000 a mile in respect of the first section of the K.M. Ry., from Dawson City to Grand Forks, Yukon Territory, has been filed with Secretary of State at Ottawa.

New Brunswick Coal and Ry. Co.—Two tenders were received by the Commissioners for the reconstruction of the bridges and trestles, and making improvements on the permanent way between Norton and Chipman, N.B., but neither fully complied with the terms. The Commissioners have entered into negotiations with the contractors tendering, and it is expected that some arrangement will be reached. Included in the work to be done is the provision and erection of 1,200 rods of Page woven wire fencing, 13,500 new ties, the construction of half a mile of spur track near Belle Isle,

the provision of 30 new cattle-guards, the remodelling and strengthening of trestles, the reconstruction of culverts, and the ballasting of the entire line. The principal bridge work includes the rebuilding of abutments of Kennebecasis bridge and the provision of two steel Howe truss spans; Washademoak bridge, 1,030 ft. in length, is to be reconstructed, 660 ft. of the trestle work is to be filled with earth, the remaining 150 ft. of trestle to be strengthened, and the two 74 and 146 ft. truss spans to be torn down and replaced; Cumberland Bay bridge, 340 ft. in length, is also to be reconstructed, 188 ft. of trestle work to be earth filled, two new trestles 52 and 54 ft. each to be constructed, and a new steel truss span of 50 ft. to be erected on new piers; Coal Creek bridge, 585 ft. in length, to be reconstructed with 518 ft. of trestle work and a new 67 ft. steel truss span; the Elliott trestle, 125 ft. in length, is to be reconstructed. We were advised Aug. 16, that the Commissioners had awarded the contract to Brown Bros. The work will be done under the charge of A. R. Wetmore, Provincial Engineer. The line, we are informed, has already branches to ten coal mines, and it is hoped within the next twelve months to have branches to other mines which are being opened up. The output of coal from the mines already opened up is considerable and, the Commissioners say, quite warrants the expenditure proposed by the Government. W. C. Hunter continues as Manager of the line. (Aug., pg. 351.)

Nova Scotia Eastern Ry.—A prospectus was recently issued in London, Eng., offering for public subscription £940,000 of 5% first mortgage gold bonds of £100 at £92.10s., redeemable in 1955, the company having the option of redemption at any time, on giving six months' notice at £105. The redemption of the whole of the bonds at maturity is provided for by a sinking fund policy with the Norwich Union Life Assurance Co., subject to an annual premium of 17s. 3d.%. The bonds are secured by a mortgage on the projected N.S.E. Ry. from Dartmouth to the Strait of Canso, with a branch to Country Harbor, N.S., about 236 miles. The Canadian promoters are to receive £50,000 in cash as consideration for their having obtained the charter, and the Government subsidies, and recoup them their expenditure on engineering surveys and other services, estimated to already exceed £40,000. In addition they are to receive an amount of fully paid stock, and upon completion of the line £50,000 by an allotment of bonds, calculated at the issue price of £92 10s. The officers and directors are: President, J. R. Stratton, Peterboro', Ont.; Vice-President, J. W. Grier, Montreal; other directors: J. White, Orillia, Ont.; W. C. Trotter, St. John's, Que.; C. Klopfer, Guelph, Ont.; H. K. Fitzpatrick, New Glasgow, N.S.; T. P. Coffee, Toronto; E. M. Macdonald, Picton, N.S. A London board of directors is to be organized on completion of the bond issue.

The N.S.E. Ry. was incorporated by the N.S. Legislature in 1901, and amending acts have been passed from time to time. The original proposition was to construct a line from Halifax to the Strait of Canso, and there was also power to construct a bridge or tunnel at the Straits. By one of the amending acts the Musquodoboit Valley Ry. project was amalgamated. Under these several acts the company surveyed a line of railway with branches aggregating 236 miles in length, and contracts for its construction have been made with the Provincial and the Dominion Governments. The Provincial subsidy is \$5,000 a mile, and the Dominion subsidy is at the rate of \$3,200 a mile, but may be increased to \$6,400 a mile if the cost of construction is over certain figures. A free right of way is provided for, power is also given to use materials from Government lands adjoining without charge,

and other rights, which may or may not be of value, are given by the act. The total cost of constructing the line, including \$1,500 a mile for rolling stock, is estimated at \$23,000 a mile, and J. W. Grier, Montreal, and T. P. Coffee, Toronto (now members of the Canadian Board of Directors), have stated that they are prepared to retire from the board and take a contract to complete the line at that figure. The prospectus stated that the plans had been revised by P. S. Archibald, C.E., Moncton, N.B., and H. Donkin, Sydney, N.S. The former estimated the earnings of the line at \$4,000 a mile, and another estimate placed the total earnings at £355,000. Deducting working expenses at 66½% of the gross earnings, the net earnings would be £64,746 on Mr. Archibald's estimate and £118,333 on the second estimate. (Aug., pg. 351.)

Orford Mountain Ry.—An extension from Eastman south to Potton Springs, Que., 12 miles, with stations at Bolton Centre, South Bolton and Potton Springs, was completed in 1905. A regular daily train service was put in operation over this piece of line June 5. Construction was started in Nov. 1904, on an extension from Kingsbury north-erly to Windsor Mills, about 10 miles, but work was closed down Jan. 15, when about eight miles had been graded and 3½ miles of track laid. Construction was resumed April 15, and it is expected that the work will be fully completed by Sept. 30. On the branch from a point between Lawrenceville and Eastman to Lake Bonella, four miles have been completed, and it is expected to complete the remaining mile this season. R. K. Harris is Chief Engineer, and the company is doing the work itself.

Prince Edward Island Ry.—The reconnaissance survey recently made for the proposed branch line between Kensington and Stanley Bridge, P.E.I., was made by W. B. MacKenzie, Chief Engineer of the Government railways.

The branch line between Montague and Cardigan, P.E.I., which is being constructed by W. Kitchen, is expected to be completed early in Oct. Four spans of the superstructure of the Hillsboro' River bridge have been erected from the north end and seven from the south end, and the swing span is in course of erection. It is hoped to have the bridge completed in Sept. Tenders are being asked for the construction of a telegraph line on the Murray Harbor branch.

The line in Charlottetown has been extended for about half a mile from the yards to the Marine Department's yard.

An elevated water tank service is to be installed at eight stations covering the main line. The tanks will have a capacity of 25,000 galls. each. An addition is being built to the wharf at Georgetown. (Aug., pg. 351.)

Quebec and Lake Huron Ry.—We are advised that the following are officers and directors for the current year:—President, Hon. A. Turgeon; Vice-President, Sir A. P. Pelletier; Secretary, J. C. Langelier; other directors: Hon. R. G. Carroll, Hon. C. A. P. Landry, Hon. C. Langelier, Hon. J. Tessier, R. Larue. The trustees for the company's bonds are F. Langelier and P. B. Dumolin. The financial affairs of the company, we are advised, are arranged, and R. J. Campbell, of New York, is the contractor for the line, which it is proposed to construct from Quebec to a point on Georgian Bay, near the mouth of French River. (Feb., pg. 51.)

Standard Coal and Ry. Co.—The survey referred to is being made by L. Lynn, and is expected to be completed by Sept. 20. (Aug., pg. 351.)

Temiskaming and Northern Ontario Ry.—The party which is to make an exploration survey from Lake Abitibi to James Bay, started from the first named point July 15.