

not in a position to give any definite information as to their plans of construction. At a meeting held at St. Albert, a representative of the company was present and stated that the line would be completed to St. Albert by Nov. (Mar., pg. 75.)

**Egerton Tramway Co.**—A press report states that a contract has been let for machinery and materials for the electric railway to be constructed by this Company connecting Westville, Stellarton, New Glasgow and Trenton, N.S., and that work has been commenced preparing for the erection of a power-house at Stellarton. (May, 1903, pg. 147.)

**Essex Terminal Ry.**—Application is being made at the current session of the Dominion Parliament for an act extending for two years, the time within which the projected lines are to be commenced, and for five years, the time within which they are to be completed. It is further asked that the names of G. P. Porter and W. Pope be placed on the list of incorporators, and those of E. Guardot, R. Loveland and J. G. Watson, struck out. (June, 1902, pg. 190.)

**Fort William.**—J. Murphy and C. W. Jarvis, of Fort William, Ont., have applied to the town council for permission to construct an electric railway in the town from near the C.P.R. steamship landing, McTavish st., to West Fort.

**Fraser River Bridge.**—We were recently advised that all of the main spans of the bridge across the Fraser River at New Westminster, B.C., had been completed, and that a good portion of the flooring had been laid. There then only remained a small portion of the girder approach work on the New Westminster side and of the 225 ft. spread span to be completed, and this, it was expected, would be finished by May 31. (Mar., pgs. 75 and 76.)

**Galt and Preston Street Ry.**—Under the provisions of the Ontario Companies' Act the powers of the Company have been extended so that agreements may be made with any other railway, steam or electric street railway or tramway company for conveying or leasing any or all of the Company's lines, or for amalgamating therewith.

**Grand Valley Ry. (Electric).**—An agreement has been reached between the G.V.Ry. and the G.T.R. officials respecting the crossing of the latter's line between Brantford and Paris, Ont. (Dec., 1903, pg. 423.)

**Great Northern Ry. of Canada.**—In a recent interview D. B. Hanna, President, is reported as saying that it was intended to gain an independent entrance into Quebec by the construction of a line from near Shawinigan. It was formerly intended to construct a cut-off from Garneau to St. Catherine's, Que., but this was abandoned, a more favorable line having been located from Shawinigan. It was also contemplated to construct a new line from Morin Flats, the present southern terminal of the Montford and Gatineau Ry., to St. Jerome, and thence in a straight line to Charlemagne, from which point the entrance into Montreal would be over the Bout de L'Île bridge of the Chateaugay and Northern Ry. This would enable the Company to operate its trains between Montreal and Quebec without going round by Joliette as at present. When the time comes, added Mr. Hanna, to extend the line further west than Hawkesbury it will be constructed up through the Ottawa district to Ottawa. We were advised, April 12, that H. J. Wicksteed, who had made a survey of the proposed line from Shawinigan to Quebec, had not completed his report and plans, and consequently it was not possible to give any definite information as to route, etc. The company is considering the adoption of electricity as a motive power for its Shawinigan branch. (Mar., pg. 75.)

**Guelph and Goderich Ry.**—The Railway Committee of the House of Commons has approved of the act incorporating a company with this title to construct a railway from Guelph to Goderich, and with power to construct branch lines. It was explained that this was not a conflicting concern with the Guelph Junction Ry., but was intended to ensure the construction of the line in the event of the G. J. Ry. Co. being unable to carry out the project. The act giving an extension of time for the construction of the extension from Guelph to Goderich was approved by the Railway Committee of the House of Commons. The company is also authorized to construct a branch line to St. Mary's, Ont. A Guelph despatch states that the right of way has been secured for the line from Guelph to Goderich, Ont., except in Elmira, and Woolwich township. It is also stated that preparations are being made for starting grading at a number of points on the route early in June.

We were officially advised May 18, that it was intended that the line should be built under the charter of the G. and G. Ry., which will have power under its charter to take over the authority of the Guelph Jct. Ry., and also the bonuses and rights of way granted to the latter company. The line is intended to run from Guelph via Elmira, Linwood, Millbank, Milverton, Monkton and Walton to Blyth and thence to Goderich, with a branch from somewhere about Linwood to Listowel and a further branch from Linwood to St. Mary's via Stratford, and from St. Mary's to Clinton. Subsidies have been voted towards the purchase of right of way in the following townships: Wellesley, \$7,000; Mornington, \$5,000; Elma, \$6,500; Grey, \$5,000; Morris, \$5,000; West Wawanosh, \$2,500; Colborne, \$6,000; Hullett, \$4,000; McKillop, \$6,000; and Logan, \$6,500; and by Goderich, \$20,000; Milverton, \$2,000; and Blyth, \$3,000. By-laws to grant bonuses are to be voted on in Elmira, Woolwich and East Wawanosh. The length of the line from Guelph to Goderich is about 82 miles. It is expected that construction will be commenced this year, soon after the consent of Parliament has been obtained. P. A. Peterson, formerly Chief Engineer of the C.P.R., is in charge of the engineering work. The G. and G. Ry. Co. is not yet organized, and the work in the meantime is being looked after by the Guelph Jct. Ry. Co. and by the C.P.R., which operates the G. J. Ry. A. H. MacDonald, K.C., Guelph, is Secretary of the Guelph Jct. Ry. Co. (Mar., pg. 75.)

**Halifax and South-Western Ry.**—We were advised May 4 that the masonry for the bridges between Halifax and Mahone, N.S., was being proceeded with, and was then about three-fourths completed. One of the two 72 ft. steel girders for the bridge at Gold River had been completed, and the steel for this as well as for the other bridges on the line was being delivered. One abutment and three piers for the bridge across the La Have have been completed. Track has been completed for 28 miles from Mahone towards Halifax, and the grading between these points was expected to be completed in about four weeks. The grading between Bridgewater and Liverpool has been completed with the exception of trimming. We were further advised May 13, that the bridge masonry had been completed from Mahone eastward 50 miles. The masonry on the La Have bridge is expected to be completed early in June. The steel is being placed on a number of bridges, and the erection of telegraph line, tanks and buildings has been commenced. Track has been laid from Mahone Jct. eastwards 28 miles.

The report of the Provincial Engineer for the year ended Sept. 30, 1903, contains a number of references to this railway. There are 97 miles of main line and 22 miles on the Caledonia branch, and location surveys have been made over the whole length, Halifax to

Barrington Passage. The progress of construction has been carried on with commendable energy between Halifax and Liverpool and on the Caledonia branch throughout the year. An approximate estimate of expenditure on general construction, including surveys and other incidental expenses connected therewith, up to Dec. 1, 1903, amounted to \$1,040,000. These figures are given as approximate only; they are taken from measurements and observations to ascertain the extent of progress being made and are more likely to be below the actual expenditure than above it. In Dec., 1903, an inspection was made of the Caledonia branch, from New Germany to Caledonia Corners, 22 miles, when it was found that there was some ballasting required; some 8 or 10 miles of fencing needed; farm crossings were in some cases without approaches to the rail crossings; signals were not provided and there were some cattle guards required. Track for the main line and sidings and all the stations was completed. The line was not so far completed as to warrant a closer inspection in relation to the completion of contract, but he recommended that the line be opened for passenger and freight traffic at a speed not greater than 15 miles an hour. There was ample rolling stock on the line for present traffic operation, and for any prospective traffic in the near future.

At the recent session of the Nova Scotia Legislature two acts were passed authorizing the city of Halifax and the town of Bridgewater to contribute money towards providing the right of way for the railway in their respective localities; and also an act amending in some of its details the act of incorporation and its amending acts. We were recently advised that nothing had been finally settled between the Company and the Government with reference to the location of the line between Liverpool and Barrington.

Reference is also made in the report to the work in progress on the Middleton and Victoria Beach section of the H. and S.W. Ry. The line is projected from Middleton, through the townships of Clarence, Bridgetown, Belleisle, Granville and Winchester, on the north side of the Annapolis river, and terminating at Victoria Beach, on Annapolis basin. A contract was entered into for the construction of the line June 25, 1902, plans and profiles being submitted the same day, and work was at once started. The work of grading is chiefly of a light, loamy nature, through shallow cuttings that cannot be constructed in the winter season without undue expenditure. Nothing was done from the fall of 1902, until Oct., 1903, when grading was started between Middleton and Bridgetown by Mackenzie, Mann & Co., who had meanwhile acquired the line in the interests of the H. and S.W. Ry. Work was commenced for the season April 25th, and about 100 men are at work grading the right of way. It is expected that construction will be completed during 1904. At the recent session of the Nova Scotia Legislature an act was passed authorizing some changes in the location of the line. (Mar., pg. 75.)

**Halifax and Yarmouth Ry.**—The Provincial Engineer of Nova Scotia, in his report for the year ended Sept. 30, 1903, stated that the condition of the railway and equipment was sufficiently satisfactory to warrant a final adjustment of the subsidy. After providing \$3,050.67 for outstanding claims, the balance remaining to be paid to the Company was \$8,476.91, which he recommended be paid. (Mar., pg. 77.)

**Hamilton, Ancaster and Brantford Ry. (Electric).**—In connection with the application of the Brantford and Hamilton Ry. to the Dominion Parliament K. Leslie, representing the promoters of the H.A. and B. Ry. stated that the granting of the charter to the applicants would practically revoke the charter of his company. He had obtained what was