

the route, assisted by —. Bazette, of Burk's Falls, Ont. (Aug., pg. 268.)

Indian River Ry.—At the last session of the Dominion Parliament a subsidy at the rate of \$3,200 a mile was voted for a line from the north end of Lake Megantic southward to the International Boundary, about 19 miles. A company with this title was incorporated by the Dominion Parliament in 1902, to construct a railway from the north end of Lake Megantic along the lake to the International Boundary at Riviere Morte. Power was given the Company to enter into arrangements with the C.P.R. and the Quebec Central Ry. in Canada, and with the Rumford Falls and Rangeley Lakes Ry. and the Portland and Rumford Falls Ry. in the U.S. M. P. Davis, contractor, Ottawa, and H. G. Harrison, Montreal, were among the incorporators. (June, 1902, pg. 191.)

Intercolonial Ry.—The grading for the second track between Richmond and Rockingham, N.S., 2.45 miles, has been completed, and tracklaying is nearly finished. It is expected that the second track will be placed in operation early in Dec.

Tenders are under consideration for some improvements at the deep-water terminus, Halifax, including submarine blasting and dredging at the dock between piers 3 and 4.

A sum of \$10,000 was provided in the supplemental estimates, at the recent session of the Dominion Parliament, for a new station at Windsor, N.S.

The new roundhouse at St. John, N.B., has been completed, and the tracks leading to it are being laid. The new building is semi-circular in form, with an inside diameter of 344 ft. and a height of 23 ft. It will accommodate 18 locomotives, and is built of brick on concrete foundations, resting on piles. The roof is supported on 45 iron columns. Adjoining is the machine shop, 50 ft. by 100 ft.; and a steel water tank having a capacity of 100,000 gals. The contractors were Flood and Bates, St. John. (Oct., pg. 342.)

International Ry. of New Brunswick.—The I.Ry. of N.B. is a new name for the Restigouche and Western Ry. At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted from the western end of the 10 miles completed from Campbellton towards the St. John river, between Grand Falls and Edmundston, N.B., about 67 miles, and a new subsidy for a further distance of 33 miles, making in all 100 miles. T. Malcolm, of Edmundston, N.B., is the principal promoter. (See Restigouche and Western Ry., July, pg. 241.)

Interprovincial and James Bay Ry.—A subsidy of \$3,200 a mile, with the usual provision for an increase to \$6,400 a mile, was voted at the recent session of the Dominion Parliament for a line from the C.P.R. Temiscamingue branch from Mattawa, at or near its present terminal at Temiscamingue wharf, northerly not to exceed 50 miles. The I. and J.B. Ry. Co. was incorporated by the Dominion Parliament in 1901, amongst the promoters being Hon. R. Prefontaine, L. J. Tarte and J. W. Poupore, of Montreal. (July, pg. 236.)

Inverness Ry. and Coal Co.—At the recent session of the Dominion Parliament a subsidy at the rate of \$3,200 a mile was voted for 8 miles of line between Point Tupper and Broad Cove, N.S. This piece of line has been completed and is in operation, but was not covered by the previous subsidies. A subsidy at the same rate for an extension of the line from near Broad Cove to Cheticamp, about 37 miles, was also voted. (May, pg. 149.)

Irondale, Bancroft and Ottawa Ry.—The Dominion Parliament at the recent session granted a subsidy of \$3,200 a mile towards the extension of this line from its present terminus near Bancroft to Renfrew, Ont., about 75 miles. (June, pg. 215.)

Joliette and Lake Manuan Colonization Ry.—A subsidy of \$3,200 a mile was voted at the recent session of the Dominion Parliament for the construction of about 60 miles of railway from Joliette to Lake Manuan, Que., in place of a subsidy voted in 1900. At the recent session the Dominion Parliament passed an act incorporating a company with this title to construct a railway from Joliette to Lake Manuan, Que., with local incorporators. It has power to lease or sell its line to the C.P.R., the Great Northern Ry., or the Montreal Terminal Ry. (July, pg. 336.)

Kettle Valley Lines.—Subsidies were voted at the last session of the Dominion Parliament for a line from Grand Forks, up the north fork, and west fork of the north fork of Kettle river, B.C., 50 miles. The Kettle Valley Lines are in operation from Grand Forks, B.C., to Republic, Wash., and the proposed extension will open up a considerable mining country to the north of Grand Forks. The objective point of the extension is Franklin camp. It is expected that construction will be commenced early in the spring. Hon. J. R. Stratton, Provincial Secretary of Ontario, is President of the K.V. Lines, and H. Warrington, Grand Forks, B.C., is Superintendent. (Sept., pg. 307.)

Kootenay Central Ry.—At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile, with the usual conditions for an increase to \$6,400 a mile, was voted towards the construction of a line from Golden, B.C., to the International Boundary via Windermere and Fort Steele, and crossing the C.P.R. Crow's Nest Pass line at or near Elkos, not exceeding 106 miles. C. H. Pollen, of Fort Steele, B.C., is the principal promoter of the company, which has both B.C. and Dominion charters. Surveys for the line have been completed. (July, pg. 237.)

Lime Ridge to Quebec Bridge.—At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted towards the construction of a railway from Lime Ridge, the present terminal of the Hereford Ry., northerly for 50 miles into the county of Megantic, Que., being a revote of a subsidy granted in 1894. A subsidy at the same rate was also voted for a line in extension of the 50 miles from Lime Ridge for 30 miles to the Quebec Bridge. The Lotbiniere and Megantic Ry. was at the last session of the Quebec Legislature given power to construct a line from Kinnear's Mills to Windsor Mills and Brompton Falls, via Lime Ridge. This line would cover the mileage subsidized, and an additional distance from Lime Ridge to Brompton Falls, on the G.T.R., 94 miles from Montreal. (See Lotbiniere and Megantic Ry., May, pg. 149.)

Lake Superior, Long Lake and Albany River Ry.—The Dominion Government at its last session voted a subsidy of \$3,200 a mile towards the construction of this railway from Peninsula Harbor, on Lake Superior, northerly for 10 miles. (June, pg. 215.)

Montford and Gatineau Colonization Ry.—At the last session of the Dominion Parliament a subsidy of \$3,200 a mile was voted for an extension of the line from Arundel to the united townships of Preston and Hartwell, Que., about 30 miles. A subsidy at the same rate was also voted for an extension from Morin Flats to St. Jerome, about 26 miles, to connect with the Great Northern Ry. of Canada. (See also Great Northern Ry. of Canada.)

Nepigon Ry.—The Dominion Parliament at its recent session voted a subsidy of \$3,200 a mile towards the construction of 80 miles of railway from Nepigon on Lake Superior to Nepigon lake and northerly. A contract was recently reported let to J. Conmee, M.L.A., for the construction of this line. The

Ontario Government has also voted subsidies for a portion of the line. (Oct., pg. 343.)

The Strathroy and Western Counties Ry. Co. was incorporated by an act of the Ontario Legislature in 1893, and an act amending the same was passed in 1897. It was empowered to construct a railway from St. Thomas through the counties of Elgin and Middlesex to Forest or Park Hill on the G.T.R., and subsidies were voted by the Dominion Parliament in 1894 and 1897, but no work has been done. At the recent session of the Dominion Parliament a subsidy was voted for 31 miles of railway from Lambeth to Strathroy, via Mount Brydges and Caradoc.

Sydney and Glace Bay Ry.—This company has 22 miles of electric railway in operation. It has eight interurban cars equipped with four no. 67 motors, and two single truck cars equipped with two no. 67 motors. (Oct., pg. 345.)

Yonge St. Bridge, Toronto.—Plans for the construction of a bridge across the tracks at Yonge st. have been forwarded by the city council to the Railway Committee of the Privy Council for approval. It is understood that the G.T.R. and the C.P.R. will appeal to the Government against the decision to make them pay the whole cost of the bridge. (Nov., pg. 387.)

Quebec Bridge and Railway Co.

The report of the directors presented at the annual meeting, held in Quebec Oct. 30, stated that a contract had been signed the previous day in Ottawa between the Dominion Government and the company, respecting future subsidies towards the completion of the bridge and railways. A summary of the principal features of the contract is published on another page. The report of E. A. Hoare, Chief Engineer, which follows, was appended: At the date of my last report the construction works for piers on the south side, and the steel approach span on the north side of the river were in progress. The former were completed last autumn, the pier in the river being the last on account of the extra sinking required to obtain a sufficient depth of foundation, which was accomplished at 85 ft. below high water and 57 ft. below the river bed at the pier site. Riveting and painting the steel approach span on north side was continued last June; the erection of metal on the south approach, however, was only commenced this year, and not as at first intended at the end of last season. The latter has been completed in Sept. last. Designs for the main structure are progressing, and preparations are being made at Phoenixville, Pa., for the instalment of special machinery for the manufacture of the metal for the main and anchor spans, which will be followed by preparations for the instalment of the erection plant at the bridge site. Progress has also been made with surveys and plans for connecting the bridge with railways on both sides of the St. Lawrence river and the city of Quebec.

The report was adopted, as also were resolutions thanking the President for his conduct of the negotiations leading up to the signing of the new contract.

The following were elected officers and directors: President, Hon. S. N. Parent; Vice-Presidents, R. Audette, J. Breakey; other directors: V. Boswell, Hon. N. Garneau, J. B. Laliberte, G. Lemoine, H. M. Price, and N. Rioux. Secretary, U. Barthe.

A boiler on the Dominion Government hydraulic suction dredge J. Israel Tarte exploded Nov. 3, killing one man and injuring several others. The dredge was at work on the deepening of the channel of the St. Lawrence at Lake St. Peter at the time of the accident, and was towed to Sorel for repairs.