

posed to be acquired covers about five miles of water front and has a considerable depth. It is proposed to construct about 70 miles of track, and to connect the same with the switching grounds of Tonawanda and Buffalo. The plan of operations of the company will be to receive the cars from all companies operating on both sides of the river and to distribute the same.

Nova Scotia Southern Ry.—Tracklaying is in progress and is expected to be completed early in Oct. on this line from New Germany to Caledonia Corner, N.S., about 22 miles. The charter it is proposed to amalgamate with the Central Ry. of Nova Scotia, recently purchased by Mackenzie, Mann & Co., and the new line, when opened, will be operated as a branch of it. (July, pg. 239.)

Nova Scotia Steel Co.—The company is constructing a branch line, two miles in extent, from the Point Edward quarries to the I.C.R. at Big Brook siding, near Leitches Creek station, N.S.

Orford Mountain Ry.—The plans and profiles of the proposed extension of the O. M. Ry. from Kingsbury to Windsor Mills, Que., have been deposited in the registry offices at Richmond and Sherbrooke, Que., in compliance with the Railway Act. (July, pg. 239.)

Oshawa Electric Ry.—The company proposes to extend its line along St. Mary st., Oshawa, and a number of citizens appeared before the Railway Committee of the Privy Council in opposition to the proposal. The committee declined to entertain the opposition as the town council had not countenanced it.

Ottawa and New York Ry.—We were recently advised that it is contemplated to carry out a number of improvements on the line, the extent and exact character of which will be decided at a meeting of the directors to be held at an early date.

Ottawa, Northern and Western Ry.—Track has been laid to within six miles of Maniwaki, on the extension of this line from Gracefield. Maniwaki is expected to be reached by the tracklaying gang early in Oct. (July, pg. 239.)

Pere Marquette Rd.—The P. M. Rd. has completed arrangements by which it will use the tracks of the Chicago Terminal Transfer Co., and use the Grand Central station in Chicago. The arrangement will take effect in Jan., 1904, when it is expected that the connecting line from New Buffalo to Chesterton, Ind., will have been completed. From Chesterton to Chicago the P.M. Rd. has arranged for trackage rights over about 20 miles of the Lake Shore line. (July, pg. 239.)

Peterboro Radial Ry. (Electric).—The by-law giving a franchise for an electric railway in the town was passed by the council Sept. 15. The company is given a franchise to operate a street railway in the town, the franchise to extend over a period of 30 years from July 1, 1904. The company will use the tracks of the old Peterboro & Ashburnham Ry. Co., and agrees to have the system in operation not later than July 1, 1904. The rolling stock equipment and income of the railway is to be exempt from taxation during the life of the franchise, and it is understood that the contract for street lighting for ten years is to be given to the Peterboro Light & Power Co., a constituent company of the P.R. Ry. Co. The capitalists interested in the street railway are those identified with the American Cereal Co., including Hon. Senator Geo. A. Cox. The work of equipping the road will be proceeded with at once, and orders are being placed for the necessary rolling stock and generators. The company is spending \$250,000 on a new dam and power house, where the power to operate the railway will be generated. (Aug., pg. 269.)

Prince Edward Island Ry.—Tracklaying is being proceeded with on the Murray Har-

bor branch. Work was commenced at Montague Cross and is in progress towards the Hillsboro river, where the bridge to give a connection to Charlottetown is being constructed. The tender of M. F. Schurman & Co., Kensington, P.E.I., has been accepted for the construction of the stations and other buildings on the branch. Work is being proceeded with on the substructure of the bridge over the Hillsboro river and it is expected that the work will be completed in the fall of 1904. The spans for the bridge are to be brought across from the I.C.R., having been replaced on the Miramichi river bridges by heavier structures. (Sept., pg. 307.)

Quebec Bridge and Ry. Co.—The work of completing the approaches and of preparing for the erection of the main spans of the superstructure is being pushed ahead. The work is of so extensive and heavy a character that it is not expected it will be completed until well on into 1904. Negotiations are understood to be in progress with the Dominion Government with a view of the bridge being taken over as a part of the Government section of the new national transcontinental railway. (Aug., pg. 269.)

Quebec Central Ry.—The station at St. Henri, Que., was recently burned, the building being totally destroyed.

Quebec Ry. Light and Power Co.—Owing to the increasing passenger traffic on the line to Ste. Anne de Beaupre, Que., it is reported that the directors are considering the advisability of taking in hand the double tracking of the line at an early date.

Reid Newfoundland Co.—C. Petrie has recently made a thorough inspection of the main line from St. John's to Port aux Basques, and of the various branch lines, with a view of making a special report to the Government respecting the physical condition of the line. A special correspondent of the Montreal Herald has recently gone over the line, and in referring to it, and to what the Reid Newfoundland Co. has done for the island colony, says: Evidences abound on every hand illustrative of the tact and ability of the Reid Newfoundland Co. The great works already perfected tell the story of difficulties overcome, of prejudice combatted and of victory achieved where failure was anticipated by persons unacquainted with the energy and faith of those at the head of the company. Although the last winter was very severe, the railway was operated right through to Port aux Basques without serious interruption, except for three weeks, when banks of snow twenty feet deep stopped the running. During the year 20 new bridges were built, having spans of from 20 ft. to 150 ft., each erection being of the most substantial character warranted to withstand the rush of waters or the assaults of ice. The rolling stock is first-class, and though largely increased is occupied to its fullest capacity. The comfort of passengers receives special attention, the testimony of the travelling public certifying that nothing is wanting in this respect. The natural result follows, that tourists and sportsmen have increased threefold during the season, and still larger numbers are planning to put in an appearance for sport with the gun during the fall.... To-day by the energy and business tact of the Reid Newfoundland Co., the fact of the country's wealth in timber, in minerals and as an Eldorado for sportsmen are known and appreciated abroad, as they never could have been in the absence of the railway. Foreign capital has been drawn, chiefly by the Reids, to invest in the resources of the country.... The new freight dock at St. John's will afford conveniences for quick despatch in handling freight, and, as the rates charged are reasonable, there is no doubt the railroad will become the great carrier of freight from Canada and the United States to Newfoundland. The

Reids are undemonstrative men, but they display large experience and marked ability in their works. Nothing shoddy appears anywhere in the large expenditures already made, for which first-class returns have been made. One governing mind has planned the enterprise—including the building of first-class steamers to connect the principal harbors with the railroad—and has perfected all the details within a brief period in Art style. The article concludes by recommending the construction of a first-class hotel for the accommodation of tourists, and personal references to W. D. Reid, Vice-President, and R. G. Reid, jr., General Superintendent. (June, pg. 217.)

St. John, N.B., Ry.—The company has had some difficulty with the city council in connection with the extensions it is making in Carleton and other points in the city. A good deal of the work on the extension had been completed, when, on Sept. 17, the company discharged all the men at work on the west side, and W. Z. Earl, General Manager, says that the work will not be recommenced until the whole of the matters in dispute with the city council are settled. (Feb., pg. 47.)

St. John's, Nfld., Street Ry. (Electric).—In consequence of the city council having decided to repair a number of streets, the company has arranged to take up some of its existing tracks and lay down additional ones to form a new belt line. (June, pg. 218.)

St. Thomas St. Ry. (Electric).—The St. Thomas, Ont., city council has determined, for the present at any rate, to keep the management of its street railway entirely in its own hands, instead of appointing commissioners. No decision is expected to be reached until early in 1904 as to any extensions of the line. (Aug., pg. 269.)

Schomberg and Aurora Ry.—The award of the arbitrator, Judge Winchester, in the action of Capt. Armstrong, of Lloydtown, against the S. and A. Ry. Co., is not likely to be given out for some time. The proceedings arise out of what Capt. Armstrong says is a breach of the agreement when the Metropolitan Ry. took over the S. and A. Ry. from the original promoters. This agreement stated that the line was to be constructed to Lloydtown or near thereto, but the line as constructed does not touch Lloydtown. The plaintiffs state that there is a practicable route to the village, and the company alleges that there is not. Evidence upon this point has been heard by the arbitrator at length. (Aug., pg. 269.)

Sherbrooke Street Ry. (Electric).—The agreement between the city and the company in reference to the double-tracking of Bridge and Pine streets has been signed by the city, but no work having been done under it, the council has withdrawn its consent to the work. (Aug., pg. 269.)

Southwestern Traction Co. (Electric).—Representatives of the syndicate of English and Scottish capitalists, who have been interested in this electric line, recently visited Canada, and have been over the route. It is reported that the necessary financial arrangements have been completed and that the work of construction will be gone on with at once. (Aug., pg. 269.)

The Spokane and Northern Ry., through one of its subsidiary companies in British Columbia, is constructing a spur line to the White Bear mine.

Sydney and Glace Bay Ry. (Electric).—Surveys have recently been made for the extension of the line from Bridgeport to New Aberdeen, N.S., and it is reported that the work will be gone on with at once.

Sydney and Louisburg Ry.—The company's station at Morien Jct., two miles from Port Morien, N.S., was completely destroyed by fire, Sept. 6. (Feb., pg. 47.)