

Jaw, Assa., to Edmonton, Alta., crossing the elbow of the South Saskatchewan River. (Feb., pg. 49.)

New Brunswick Southern Ry.—We are advised that it is the intention of Russel Sage, New York, who owns the line, to put it in a first-class condition for through traffic, and that surveys are about to be made in connection with the work. The alterations proposed include a change of location so as to take in what is known as New River Beach, and the making of connections with the Intercolonial Ry. at St. John, N.B., and the Maine Central at Calais, Me. A contract for the supply of steel bridges has been placed with the Dominion Bridge Co., Montreal, and 150,000 ties have been ordered for June delivery. (Dec., 1904, pg. 429.)

Ontario, Hudson's Bay and Western Ry.—The Dominion Parliament will be asked at its current session for an act authorizing an extension of time for the commencement and completion of the company's projected lines. This is one of the numerous charters for the construction of railways in Northern and Western Ontario owned by the Lake Superior corporation.

Orford Mountain Ry.—In addition to the 12 miles of track laid from Eastman to Potton Springs, the O.M. Ry. also laid 2 miles of track from Kingsbury easterly towards Windsor Mills, Que., in 1904. The grading and tracklaying was done entirely by the company. The projected extension from Kingsbury to Windsor Mills, 10 miles, has been located, and construction will be proceeded with during the current year. H.C. Cleveland, Kingsbury, Que., is Chief Engineer. (Jan., pg. 13.)

Ottawa and New York Ry.—Press reports state that it is intended by the New York Central and Hudson River Rd., which has recently acquired this line and its continuation in New York to Tupper's Lake, to effect considerable improvements in the line so as to make it available for the running of heavy engines and trains, such as are used on the N.Y.C. and H.R. Rd. (Jan., pg. 13.)

Ottawa River and Northern Ry.—The Dominion Parliament will be asked at its current session for an act incorporating a company with this title, to construct a railway from near Grenville, to Monte Bello, thence northerly to the Lievre River, at the point where the Eastern Division of the Grand Trunk Pacific Ry. will cross. Power is also asked to connect with other railways at Grenville. Hibbard and Orr, Montreal, are solicitors for the applicants.

Pacific Northern and Omineca Ry.—The British Columbia Legislature will be asked this session to pass an act authorizing an extension of time for the commencement of this projected railway, and otherwise amending the act of incorporation. Barnard and Rogers, Victoria, B.C., are solicitors for the applicants.

Prince Edward Island Ry.—Surveys are being made for the construction of a line from Souris to Elmira, 15 miles, and from Emerald Jct. to New London, 20 miles, but nothing has been decided as to construction.

Replying to a question in the House of Commons recently, the Minister of Railways stated that a site had not been selected for the projected new station at Charlottetown, P.E.I., but he was going to the Island at an early date, and would select the site.

The Minister of Railways stated in the House of Commons, Jan. 23, that the cost of the Murray Harbor branch to Dec. 31, 1904, was \$1,018,711.93, and the total expenditure on the Hillsboro River bridge to the same date was \$1,220,968.32. (Feb., pg. 51.)

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