

for the first 60 miles of line, which have to be completed by Dec. 31, 1903; the whole contract has to be completed by Dec. 31, 1904. The cuttings on the line are to be 20 ft. wide, and the embankments 16 ft. wide. The maximum grade southward, and against the expected heavier traffic, is 1%, and northward, 1½%, with a maximum curvature of 6°. The line will be laid with 80-lb. rails. The building of stations and the construction of a telegraph line will be let in separate contracts.

Construction has been started about three miles out of North Bay, the question as to the point of junction, whether with the C.P.R. at North Bay, or with the C.P.R. and G.T.R. at Nipissing Jct., not having been determined. The following subcontracts have been let by A. R. Macdonnell: first six miles, J. Donovan, Belleville; next four miles, — Murdoch; mileage 15 to 18, Westerdall & McDonald; mileage 18 to 21, J. Sherwood; mileage 21 to 23, Grant & Devine. It has been decided to lay the line with 80-lb. steel rails, which are to be procured, if possible, in Canada. Tenders are asked for 175,000 ties for the line.

At a recent meeting of the commissioners, B. W. Folger was authorized to interview the officials of the G.T.R. and the C.P.R. in regard to the terminal facilities and the interchange of traffic at North Bay, and submit a report to the commission. (Aug., pg. 267.)

Tilsonburg, Lake Erie and Pacific Ry.—The extension from Tilsonburg to Ingersoll, Ont., has been completed, and was to be put in operation early in Oct. J. Charlton, M.P., President, and J. H. Teall, General Manager, recently visited Collingwood, to which point the Co. has power to extend its line, to look over the ground. (Aug., pg. 268.)

Toronto, Hamilton and Buffalo Ry.—The improvements at the bridge over the Grand River, at Brantford, Ont., are practically completed. The old bridge has been raised 3½ ft.; a new 100-ft. through girder has been placed at the west end, and new concrete abutments built.

Toronto Radial Railways.—Negotiations have been in progress for some time between the Toronto city council and the officials of the Metropolitan and Toronto railways with a view to securing the entrance of the M. Ry. to St. Lawrence market. Several propositions have been under consideration, but no definite decision has been reached. The city desires a comprehensive plan admitting radial railways already in existence or to be constructed to the city, but declined to give a franchise for a longer period than that held by the Toronto Ry. Co.; which desires a more lengthened franchise for the radials. Meantime the proposition that the city should acquire the old belt line from the G.T.R., and operate it as an electric line, thus enabling the M. Ry. to get into the city, has been revived.

Toronto Ry.—Track laying on the Dupont St. extension is expected to be completed this fall.

The city council is making application to the Government to have the patent granted to the city in 1893 amended so as to permit tracks to be laid on Lake st. between York and Yonge streets. This would enable cars to run alongside the steamboat wharves and do away with the inconveniences now occasioned to passengers by shunting operations on the railway tracks at the foot of Yonge st.

Trans-Canada Ry.—We were recently advised that no construction had been done this year, but that it was hoped to complete the first 10-mile section from Roberval, Que., westerly, by Dec. Colonel Church, of London, Eng., one of the promoters of the line, was recently in Canada, and went to Roberval to see what had been done. He stated that contracts for further sections would be let in a few weeks. (June, pg. 197.)

Trans-St. Mary Traction Co.—A contract is reported to have been let to the Falk Co., of Milwaukee, for the construction and equipment of 8 miles of electric railway at Sault Ste. Marie, Mich. Tenders have been invited for the construction of two car barns, each 65 by 150 ft., masonry side walls, and steel trusses, the latter to be furnished by the Co., which is controlled by the Clergue interests which also control the International Transit Co., on the Ontario side of the river.

The United Gold Fields of B.C. (Ltd.), a British corporation, was incorporated at the last session of the Dominion Parliament to construct a railway from Frank, on the C.P.R. Crow's Nest Ry., to Grassy Mountain, about 7 miles. It is reported that the line is practically completed. J. J. Fleutot, Frank, Alta., is the resident representative of the Co. (June, pg. 197.)

Vancouver and Coast-Kootenay Ry.—An agreement has been signed with McLean Bros. for the construction of a railway from Vancouver to Midway, B.C. At the last session of the B.C. Legislature an act was passed authorizing the Government to grant \$4,500 a mile in aid of the construction of a railway from Vancouver easterly via New Westminster and the Fraser river bridge, now being constructed, thence south of the Fraser river, via Chilliwack to Midway, about 330 miles; and from a point on the line to the mouth of the Fraser river, connecting by a ferry with Victoria. Power was given the Lieut.-Governor-in-Council to incorporate a company to build the line. N. McLean, one of the signatories to the contract, has been in Ottawa recently arranging for the financing of the company. Construction has to be commenced by Sept., 1903.

It is reported that an agreement has been reached with the holders of the charter of the Vancouver, Victoria and Eastern Ry., which was incorporated to construct a line through the same country, under which all interests have been harmonized. (June, pg. 197.)

D. G. Macdonnell, solicitor, Vancouver, B.C., gives notice that application will be made at the next session of the Dominion Parliament for the incorporation of a company with the above title to construct a railway from Vancouver, south easterly to New Westminster and across the Fraser River; thence easterly by, to or near Midway from the main line south of the Fraser, to or near the mouth of the Fraser River; from the main line east of Hope, to or near Nicola Lake; and from the main line at or near Vancouver, across Burrard Inlet, to North Vancouver, thence westerly to or near the mouth of Capilano Creek, with power to construct branches and to maintain a ferry from the mainland to Vancouver island, so as to make connection with Victoria. See also Vancouver, Victoria and Eastern Ry. and Navigation Co.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—The section of this Co.'s line, which forms a link in the Washington and Great Northern Ry.'s line (a subsidiary of the Great Northern Ry., U.S.A.), from Marcus to Republic, Wash., about 15 miles, including a branch into Grand Forks, B.C., has been completed and is being operated by the Spokane Falls and Northern Ry., another subsidiary of the G.N.R. The B.C. portion of the line is between Laurier near Cascade, and Carson, on the boundary.

Plans for a section of the line between Midway and the Similkameen river, about 100 miles, have been filed at Ottawa. The surveys were made under the direction of J. H. Kennedy, Chief Engineer, last year. Mr. Kennedy has completed a reconnaissance survey for the remainder of the line into Vancouver, working in company with A. M. Lupfer, Locating Engineer, Great Northern Ry., U.S.A. The distance between Carson and Vancouver is about 370 miles, and location sur-

veys have been completed for a large portion of the distance. We are advised that construction will likely be commenced at both ends as soon as a thorough exploration of the route is made. (June, pg. 198. See also Great Northern Ry., U.S., and Vancouver and Coast-Kootenay Ry.)

Vancouver, Westminster, Northern and Yukon Ry.—Surveys are being made for construction between Vancouver and New Westminster, B.C., and it is reported that a contract has been let. J. Hendry, President, recently stated that construction would be commenced at an early date, and the line would be ready by the time the Fraser river bridge was completed. (Aug., pg. 268.) See also Victoria Terminal Ry. and Ferry Co.

Victoria Terminal Ry. and Ferry Co.—The charter of this Co., owning the Victoria and Sidney Ry., the new terminal station in Victoria, operating a ferry to the mainland, and having power to construct a line to Vancouver, has been acquired in the interests of the Great Northern Rd., U.S. It is stated that the V.T. Ry. and F. Co. will be amalgamated with the Vancouver, Westminster, Northern and Yukon Ry., and that the whole of the lines will be completed and operated under the auspices of the G.N.R. (Aug., pg. 268.)

Whitney to Big Opeongo Lake.—It is reported that this line is completed to within 4 miles of the lake, and is being operated to carry saw-logs to the mills of the St. Anthony Lumber Co., Whitney, Ont. (Aug., pg. 268.)

Windsor, Essex and Lake Shore Rapid Ry. Co.—Surveys are in progress for the construction of this line from Windsor to Kingsville, Ont. The Co. originally proposed to go to Leamington, but could not come to terms with the Leamington town council. Seligman, Burk & Co., of New York city, are financing the undertaking, and A. J. Nelles, late of the Hamilton, Grimsby, and Beamsville Electric Ry., is interested. (Aug., pg. 268.)

Winnipeg, Selkirk and Lake Winnipeg Electric Ry. Co.—Work has been commenced at St. Paul's, on the construction of an electric line from Winnipeg, Man., to Selkirk via Kildonan, and is being pushed in both directions. It is proposed to connect with the Winnipeg city system at Main st. north. The Kildonan township has given a franchise to the Co. for 25 years, dating from Jan., 1900, in place of a 15 year one previously given.

The Winnipeg Electric Street Ry. has been granted a franchise for 30 years to operate an electric railway in St. Boniface, Man. The Co. is to have 1½ miles of line in operation by Nov. 1, 1903. The Co. has laid a second track on Portage avenue, between Hargrave and Main streets. (Aug., pg. 269.)

The Wolfe, Megantic and Lotbiniere Ry. Co. was incorporated by the Quebec Legislature in 1901, to construct a railway from the Quebec bridge over the St. Lawrence, via the Thames valley, to Lime Ridge, the terminal point of the Quebec line of the Maine Central Rd., about 90 miles. We are advised that there will not be any construction this year, and that it is possible an arrangement will be made with the Portland and Rumford Ry. to run from South Ham, Que., to Rumford, Me., via Scotstown. W. H. Lambly, Inverness, Que., is interested. (Aug., pg. 269.)

The offices of the White Pass and Yukon Ry. have been removed from Vancouver, B.C., to Seattle, Wash. The attention of the Minister of Railways has been called thereto by the Vancouver Board of Trade, it being alleged that it is a violation of the statutes of the Dominion.