

mileage quashed and a decision given on other matters in regard to which the Company and city council did not agree. According to the decision the by-law has been quashed, but it is held that the city is entitled to additional mileage, but not to the extent claimed, as the basis upon which it was calculated was not correct. The city claimed to be entitled to have 2½ miles of new track constructed, but the new decision will reduce the additional mileage to which the city is entitled by one mile. (May, 1903, pg. 149.)

Manitoba and Keewatin Ry.—Application will be made next session of the Dominion Parliament for an act extending the time for the commencement and completion of the main and branch lines authorized. (Aug., 1902, pg. 265.)

Maritime Coal and Ry. Co.—The Nova Scotia Legislature at its current session passed an act incorporating a company with this title.

Metropolitan Ry. (Electric).—The Company is purchasing right of way between Newmarket and Sutton, Ont., in connection with its projected extension from Newmarket to Jackson's Point on Lake Simcoe. (Jan., pg. 5.)

Michigan Central Rd.—At the last sitting of the Railway Committee of the Privy Council an order was made for the construction of a subway under the tracks of the M.C.R. at Ross st., St. Thomas, Ont., the cost to be divided between the Company and the city, the latter to pay one-third. (July, 1903, pg. 237.)

Montreal and Grenville Ry.—Application will be made next session of the Quebec Legislature for an act incorporating a company to construct a railway from Grenville to Montreal, to be operated by steam or electricity.

Montreal Park and Island Ry. (Electric).—Application will be made next session of the Dominion Parliament for an act extending the time for the completion of the lines authorized, defining "tramway" as used in the act of incorporation and amending acts, and authorizing the Company to enter into contracts with municipalities for the construction of lines within their limits.

Murray Bay to St. Irene.—A proposition is under consideration locally to construct an electric railway from Murray Bay to St. Irene, Que., with branches to a number of points.

Nepigon Ry.—Application will be made at the current session of the Ontario Legislature for an act authorizing the construction of a line from the north end of Lake Nepigon to intersect the projected line of the Grand Trunk Pacific Ry.; also for the purpose of authorizing the operation of a railway ferry on the lake to connect the proposed northern extension with the surveyed portion of the authorized line from Lake Superior, near Nepigon, to the southern shore of the lake.

We were recently advised that it was expected to complete the location of the first section of the line between Lake Superior and Lake Nepigon, early in Feb. The starting point of the surveyed route is at Red Rock on Nepigon Bay, where a deep water terminus will be located, thence following the west bank of the Nepigon river, to about opposite Nepigon station on the C.P.R. transcontinental line, where it crosses the river to the east C.P.R. bridge over the river. From this point the surveyed route follows the east shore of Lake Helen and the Nepigon river to Camp Alexander, 12 miles from the C.P.R., crossing the divide between Fraser creek, and Lake Nepigon at an elevation of about 500 ft. above Lake Superior. The distance from the terminal on Lake Superior to Lake Nepigon is 34 miles. The spur to connect

with the C.P.R. at Nepigon station will be about one mile in length, and that at Camp Alexander to connect with the Nepigon Pulp Co.'s mills, will be about half a mile long. The maximum gradient is 1% compensated, and the maximum curve is 6°. The principal bridge on the line will be that crossing the Nepigon river. It will consist of three spans of 150 ft. each; all other structures will be trestle and pile bridges. The district which will be opened up, is well adapted for agriculture, the soil being a clay loam. R. A. Haslewood is Chief Engineer. (Jan., pg. 5.)

New Brunswick Coal and Ry. Co.—There is under contract, and work will be proceeded with as soon as possible, on a branch from Minto, N.B., northerly to the coal mine, 1.25 miles, and a second branch of four miles to the coal mines south of Minto. The James Barnes Construction Co., of Chipman, N.B., has the contract, and E. G. Evans, C.E., Hampton, N.B., is Chief Engineer. It is proposed to construct an extension of the line from Minto to Gibson, on the St. John river, opposite Fredericton, 30.4 miles. (Jan., pg. 5.)

Niagara to Toronto.—A report on the construction work done by the Electrical Development Co. at Niagara Falls, Ont., states among other things that W. T. Jennings, who has had charge of the purchase of the right of way for the transmission pole line from Niagara Falls to Toronto, has acquired 85% of the land required between the Falls and Lambton, 75½ miles, and that the right of way so acquired will be sufficient to allow of the construction of a double-track electric railway. The Company has power in its charter enabling it to construct such a line.

Nicola, Kamloops and Similkameen Coal and Ry. Co.—Application was made to members of the B.C. Legislature and to the Government, to favor the passing of an act guaranteeing the interest on the bonds of the Company to the extent of \$25,000 a mile for a period of 20 years, the Company agreeing to turn over to the Province the amount of the Dominion subsidy, and 35% of the gross earnings of the line. T. W. Holland, who was engaged in the negotiations with the Government, stated on returning to Vancouver that if the guarantee was given the Company would start work within six months, and would complete the line within eight months thereafter. The Government did not bring in a bill providing for the guarantee.

The preliminary surveys for portions of the line were made by the C.P.R., and cover the route between Spences Bridge and a point 45 miles up the valley of the Nicola river, upon which it was intended to commence construction work. The character of the valley up to the 45th mile is favorable for the development of a first-class line with gradients not exceeding 1%, and moderate curvature. A number of bridges will be required, but their character will not be decided upon until the final location survey of the route is made. The intention of the Company, however, is to construct a first-class line, with steel and masonry bridges and heavy rails. (Jan., pg. 5.)

North Lanark Ry.—The route which it is proposed to follow will start at High Falls, above Calabogie via White Lake to Arnprior, thence to Galetta and Fitzroy harbor, and then on to Ottawa. It is intended to have a survey made at an early date. (Jan., pg. 6.)

Northern Pacific Ry.—Surveys are reported to have been made for an extension of the Seattle-Everett-Vancouver division, which now has its terminal at Sumas, Wash., to New Westminster, B.C., where a connection would be made with the tracks of the Vancouver, Westminster and Yukon Ry.

Nova Scotia Eastern Ry.—An act was passed at the first portion of the current session of the Nova Scotia Legislature making a number of amendments in the act relating

to the Company, and extending the time for the construction of the line. Press reports state that the necessary financial arrangements have been completed so that construction may be started in the spring, but we are unable to verify this, as those connected with the Company are very reticent on the subject. The route, so far as can be gathered, has not been finally approved by the Provincial Government. (Jan., pg. 6.)

Newfoundland.—In connection with the mining enterprises at Baie Verte, a railway 2½ miles long has been constructed from the mines to the shore, where a wharf 500 ft. long has been erected. Two locomotives and a full equipment of cars are operated on the line. F. A. Horsey is President of the mining company, and J. A. Horsey & Sons, of New York, are agents for the property.

In connection with the proposal that Newfoundland should join the Dominion of Canada the question of terms has been mentioned. One of the conditions which Newfoundlanders appear to think should be agreed to as a preliminary to confederation would be the construction of a railway from the Reid Newfoundland Co.'s Ry. to Heart's Content as a Dominion undertaking.

Ontario Electric Ry.—G. E. Smith and A. B. Turner, of Boston, Mass., have been interviewing representatives of the municipalities along the proposed route of this line between Toronto and Ottawa, and a further circular letter was addressed to the municipal officers early in Feb., stating that full details of the Company's plans would be laid before them at an early date. (Jan., pg. 7.)

Ontario Traction Co.—Application will be made at the current session of the Ontario Legislature for an act incorporating a company with this title to construct a system of railways to be operated by electricity or compressed air, or any other power except steam, subject to the approval of the Government, from London to Stratford; London to Seaforth; London to Clinton; Stratford to Mitchell and Wingham; with power to construct branch lines. T. H. Luscombe, London, Ont., is solicitor for the applicants.

Ontario Traction Co. (Ltd.)—The charter granted this company under the Ontario Companies' Act, dated Nov. 17, 1903, provides for the construction of 1½ miles of electric railway in Walkerville, Ont., fixes the capital at \$40,000 and the head offices at Walkerville. The provisional directors are: C. M. Walker, E. F. Ladore, and J. H. Coburn, of Walkerville. (Jan., pg. 7.) See also Walkerville electric railway.

Orford Mountain Ry.—Location surveys have been made on the following extensions: from Kingsbury to Greenlay, opposite Windsor Mills, Que., 10 miles; from Bonallie lake to Orford township, about one mile; from Eastman to a point in Potton township, about 12 miles. Plans for the first named extension have been deposited with the Department of Railways at Ottawa. The right of way has been secured, and it is expected that construction on the extension will be commenced in the spring. No decision has been announced as to the probable time for the commencement of construction on the other projected extensions. (Jan., pg. 7.)

Ottawa and New York Ry.—We are informed that while the matter of changing the line so that it may be operated by electricity is under consideration, the matter has not been sufficiently far advanced to permit any definite announcement being made. The management is looking into the question of the cost of making the change. The press reports referring to the matter stated that in changing the motive power the line would not lose its identity as a steam road—the cars and equipment will be the same, but the motive power will be electricity instead of steam.