

**Coast Yukon Ry.**—The applicants, at the current session of the Dominion Parliament, for the incorporation of this Company are R. Kelly, F. Burnett, and J. Webster, of Vancouver, B.C. (Jan., pg. 20.)

**Detroit River Bridge.**—W. Livingstone, President of the Lake Carriers' Association, recently stated that the proposed bridge should not be less than 130 ft. above high water; there were some vessels on the lakes with spars 160 ft. high, but it would be no great hardship for such vessels to strike their topmasts when passing under the bridge. G. S. Morrison, the special engineer appointed to locate a suitable site, was reported to have commenced work early in April. (April, pg. 95.)

**Duluth, Virginia and Rainy Lake Ry.**—Grading is reported to be completed on 30 miles from Virginia, Minn., and track laid on over 20 miles. The grade has reached Flint creek, and is being continued this year towards Koochiching, Minn., on Rainy river, opposite Fort Frances, Ont. M. S. Cook, Duluth, Minn., is the engineer in charge of construction. (June, 1902, pg. 190.)

**Edmonton and Peace River Ry.**—The Dominion Parliament is being asked at the current session by C. F. Law, W. H. Armstrong, of Vancouver, B.C.; W. H. Cross, of Winnipeg; O. A. Robertson and F. B. Lynch, of St. Paul, Minn., to incorporate a company with this title. (Feb., pg. 21.)

**Edmonton Street Ry.**—Application will be made this session of the Northwest Legislative Assembly for an ordinance to provide for aiding the construction of the proposed lines (Jan., pg. 21.)

**Egerton Tramway Co. (Ltd.)**—Plans have been prepared for the projected lines to connect New Glasgow, Stellarton, Pictou and Westville, N.S. The work includes the construction of a steel bridge over the river at New Glasgow. C. A. Flaherty, of Boston, Mass., is the representative of the promoters. (Jan., pg. 21.)

**The Frank and Grassy Mountain Ry.** proposes erecting a station at Frank, Alta., and will also build an office building adjoining for the use of the collieries. (Feb., pg. 39.)

**Fraser River Bridge.**—We were recently advised that all the pile piers, nos. 6, 7, 8, 9, 10 and 11, have been completed up to the copings, and that the deep pier, no. 5, which is the pivot pier for the draw span, has been successfully landed at a depth of 125 ft. below the surface of the water. The foundations for the New Westminster approach are about completed. The Dominion Bridge Co., contractor for the superstructure, has the five through fixed spans of 159 ft. each, ready for erection. Practically the whole of the material for the remaining spans has been delivered at the shops. (Feb., pg. 39.)

The Railway Committee of the Privy Council has given permission for the erection of the bridge and approaches, subject to the payment of compensation to the C.P.R. for any damage that may be occasioned by the approaches crossing its right-of-way.

**Grand Trunk Pacific Ry.**—Hon. G. A. Cox, E. R. Wood, Lieut.-Col. H. M. Pellatt, of Toronto; Hon. W. Gibson, Beamsville, Ont.; J. R. Booth, Ottawa; C. M. Hays, F. W. Morse, W. Wainwright, of the G.T.R.; Hon. H. B. Rainville, Montreal, and J. Bell, of Belleville, Ont., are the applicants at the current session of the Dominion Parliament for an act incorporating the G.T.P. Ry. Co. The capital stock is fixed at \$75,000,000, and may be issued in sterling, at £20 per \$100. Power is asked to construct a line from Quebec to Gravenhurst or North Bay, thence northwesterly, north of Lake Nepigon, to, in or near Winnipeg, thence westerly and northwesterly via Battleford, Edmonton and Dun-

vegan, and to Port Simpson, either by the Peace or Pine river pass to Port Simpson or Bute inlet on the Pacific coast, with power to construct branch lines to Port Arthur, Ont., Brandon, Man.; Regina, Assa.; Calgary, Alta.; and Dawson, Yukon. The construction may be divided into sections: the Quebec section from Quebec to Gravenhurst or North Bay, on which bonds may be issued to the extent of \$30,000 a mile; the Woodland section, from the Quebec section to Winnipeg, on which \$30,000 of bonds a mile may be issued; the Prairie section, from Winnipeg to the eastern limit of the Rocky Mountains, on which \$20,000 of bonds a mile may be issued; and the Mountain section, from the mountains to the coast, on which \$50,000 of bonds a mile may be issued. (April, pg. 119.)

**Great Northern Ry., U.S.A.**—Contracts are reported let for the construction of a cut-off from Columbia Falls to Jennings, Mont., about 50 miles, the present line being 95 miles in length between these points; and for a line from Jennings to connect with the Northern Pacific Ry. at Jocko, Mont. Jennings is the point at which the coal from the Crow's Nest district reaches the U.S. lines, over the Crow's Nest Southern Ry. and the Montana and Great Northern Ry. (Feb., pg. 39.)

(See also Vancouver, Victoria and Eastern Ry. and Navigation Co., Victoria Terminal Ry. and Ferry Co.)

**Guelph Junction Ry.**—The directors of the G. J. Ry. Co. are asking the C.P.R. to extend the line to Goderich. (March, 1900, pg. 77.)

**Halifax and South Western Ry.**—Dr. Martin Murphy, Provincial Engineer of Nova Scotia, in his annual report to Sept. 30, 1902, reports the progress made with surveys on the line. The contract was entered in on Aug. 20, 1901, and immediately thereafter preliminary surveys were made under the direction of H. K. Wicksteed, C.E.; and location surveys were commenced in April, 1902, after the contract had been ratified by the Legislature. On Aug. 7 plans were filed for a section of the line, and some correspondence took place in regard thereto, the plan and profile being approved from mileage 27 to mileage 40. The excess of curvature and unreasonable trestle structures were the objectionable features on the plans for the sections between station O, and mileage 27, and mileage 40 and 48½, and modifications of the same were being arranged with T. H. White, Chief Engineer in charge of construction. Special surveys were made by W. A. Hendry, on behalf of the Government, with a view of securing a suitable crossing of the La Have river, and several lines were recommended. "The delay in commencing construction throughout," the report states, "is fully justified in selecting the best course to adopt through rolling, tortuous, hilly ridges. The southwest coast of Nova Scotia is closely serrated by bays, bights and creeks that branch far inland, with bold, rocky headlands intervening, the peaks of which seldom exceed a height of 200 ft. The line has to keep as near as possible its course, keep clear of these tidal indents and find a favorable location across or between these ridges. One can easily get a location, many have been made, but to find the best and most advantageous one to adopt in the interests of construction and operation is the problem. Too many mistakes of injudicious alignment have been made in the past for lines in operation to repeat them here."

The completed plans have been submitted to the Government, and the Lieut.-Governor, at the opening of the Legislature recently, stated that construction would be vigorously prosecuted during the year. Surveys have been made from Margaret's Bay, with a view of providing an entrance into Halifax independent of the I.C.R.; the surveys previously made having contemplated joining the I.C.R.

at Bedford. About 4 miles has been graded at Hubbard's Cove, and Mackenzie, Mann & Co. have been operating the outfit abandoned by J. A. Wheaton, at this point. About 80 men have been employed. (Feb., pg. 39 and pg. 55.)

**The Halifax Electric Tramway Co.** is adding to its equipment at the power house, including a new plant for generating power for the street car system. (Nov., 1902, pg. 382.)

**Halifax and Yarmouth Ry.**—Satisfactory arrangements having been made with the Government in reference to completing the 20 miles between East Pubnico and Barrington Passage, and paying amounts due contractors, etc., the Provincial Engineer recommended the payment of \$64,000, of which \$27,295 was the estimated cost of completing the line. (Aug., 1902, pg. 263.)

**Hamilton, Grimsby and Beamsville Ry.**—The installation of the new power plant at Grimsby, Ont., will give 300 h.p. additional to the 350 h.p. generated by the Co. at its Stony Creek station. (Jan., pg. 23.)

**Hamilton Street Ry.**—The International Harvester Co. desires to have a belt line from the Barton street line round its new works, and the city council is being asked not to charge mileage on such a line. (June, 1902, pg. 191.)

**Hawkesbury and Caledonia Springs.**—Application will be made at the current session of the Ontario Legislature for an act incorporating a company to construct a railway, to be operated by steam or electricity, from Hawkesbury to L'Orignal, thence to Caledonia Springs, about 10 miles. Kingsmill, Hellmuth, Saunders & Torrance, Toronto, are solicitors for the promoters.

**Intercolonial Copper Mines Ry.**—Surveys are reported to have been completed for a short line of railway to connect the copper mines of the Intercolonial Copper Co. with Dorchester, N.B., but it is not expected that any construction will be gone on with this year. A. W. Chapman is Local Manager of the Company at Dorchester.

**Intercolonial Ry.**—A contract has recently been placed with a firm in Scotland for 25,000 tons of steel rails. It is said this contract has been sublet to German makers.

Tenders were received to April 30 for the double-tracking of the line from Richmond, N.S., mileage 0.8, from Halifax to Rockingham, mileage 4.1, a distance of 3.3 miles.

Tenders are under consideration for the construction of an extension to the freight car repair shops at Moncton, N.B.; for the erection of a passenger station and residence at Brown's Point, near Pictou, N.S., and for new freight sheds at Sydney and Elmsdale, N.S.

Surveys are reported as being made for an extension of the Rimouski branch to Father Point, Que.; and for the construction of a branch from Fort Lawrence siding to the new wharf at the dock. The wharf is expected to be erected this year at a cost of \$20,000. Surveys have also been made for an extension of the line from Sydney to Sydney Mines, N.S. (Feb., pg. 40.)

**The International Transit Co.** commenced operating its car service at Sault Ste. Marie, Ont., Mar. 30. The service connects with the ferry str. Fortune, by which connection is made with the lines of the Trans-St. Mary's Traction Co., Sault Ste. Marie, Mich. The two electric systems and the connecting ferry are controlled by the Consolidated Lake Superior Co. (Mar., pg. 95.)

**Inverness Ry. and Coal Co.**—The subsidy voted by the Nova Scotia Legislature towards the construction of this line was \$226,000 for 56½ miles from Port Hastings to Broad Cove, and \$18,000 from Port Hastings to junction with the I.C.R. at Port Hawkesbury. Of