

ing lines is a derailing switch, in connection with which—by the same lever—is worked with similar result the junction switch. After passing the tower, and upon the joint rail there is placed, 47 ft. from the tower, a home signal with two vanes, and 1,247 ft. from the tower, a distant signal common to the trains of both railways.

The one terminal, within a traffic sense, is at Kuskonook, on the south end of Kootenay lake. Beside the station there is a three-stall round-house, and water tank of 50,000 gallons capacity, both supplied by gravitation under a pressure of 80 lbs. per square inch. Communication at this point with the Co.'s boats for Kaslo, Nelson and the Lardo country is by means of an inclined wharf on level of car floor. It is the intention, so soon as business demands, to construct a three-track car transfer at this point. The yard room at Kuskonook consists of 2,632 ft. of sidings, but this can easily be increased.

The present engines to be used on the road weigh, with light tender, 40 tons, leaving a weight on drivers of 26 tons; but a mogul freight engine, 35 tons on drivers, has been proposed. Cars of 60,000 lbs. capacity, of which the tare weight is about 30,000 lbs., are used. These weights will not likely be increased during the life of the present bridges.

Lindsay, Bobcaygeon and Pontypool Ry.—As far as can be ascertained, there is no prospect of construction being gone on with this year. A reconnaissance survey was made last year from the C.P.R. between Burketon and Pontypool to Lindsay, and a field and location survey was made between Lindsay and Bobcaygeon. W. T. C. Boyd, Bobcaygeon, Ont., is President. (Aug., 1900, pg. 240.)

Macleod to International Boundary.—Haultain, McKenzie & McNeill, solicitors, Macleod, Alberta, give notice that application will be made to the Dominion Parliament to incorporate a company to build a railway from Macleod by way of Stand-Off and Cardston southwards to the International boundary with branches from any points on the proposed line not exceeding in any one case 30 miles in length, with power to construct and operate telegraph and telephone lines, roadways, tramways and roads, together with usual powers as to maintaining and disposing of the railway.

Magnetawan River Ry.—The following organization of this Co. has been effected:—President, Jas. Sharp; Vice-President, A. White, G.T.R.; Treasurer, W. Cooper; other directors: W. Wainwright, G. C. Jones, and W. R. Tiffin, G.T.R., W. H. Biggar. It is said arrangements have been made for the construction of the proposed line between the G.T.R. at Burk's Falls, Ont., and the navigable portion of the Magnetawan river, about 2 miles, and that the work will be completed by the opening of navigation next year. The Co. has a subsidy of \$10,000 from the Ontario Legislature, and \$6,400 from the Dominion Parliament. (April, pg. 116; May, pg. 156; June, pg. 167.)

Manitoulin and North Shore Ry.—R. S. McCormick is in charge of the survey party now engaged in locating the Owen Sound-Meaford end of the line. Two routes are being gone over, one from the C.P.R. yards at Owen Sound via the lake shore, about 27 miles, on which there are practically no grades, and the other via Bognor, 25 miles, on which there would be heavy grades at both ends. We were officially informed on July 22 that the route had not then been determined and that it would be some time before it was decided. After the survey on this portion of the line has been completed, the survey will be continued up the Bruce peninsula to Tobermory. It is said construction will commence as soon as the line has been located.

Tenders were recently asked for the construction of two sections at the northern end of the line, near Sudbury, viz: from Gertrude Mine to Vermilion River, about 5½ miles, and from the falls of Spanish River to Georgian Bay, about 16¼ miles, but contracts had not been awarded up to July 20. Tenders have not yet been asked for the section from Vermilion River to the crossing of the C. P.R. "Soo" branch, at about mile board 42 from Sudbury. W. N. McPhail is in charge of construction at the Sudbury end. (June, pg. 175.)

Premier Ross, in speaking of this line at Utterson recently, said: "It will run from Meaford north through the Bruce peninsula, connecting with Manitoulin Island by a car ferry, and thence northerly along the east end of the island to Little Current, crossing by a bridge to the mainland, and thence northerly to about 25 miles west of Sudbury, from which it will proceed directly west to the east end of Lake Superior, crossing the Algoma Central Ry., not far from Michipicoten. By this railway the whole railway system of Ontario, including the G.T.R. and C.P.R., will be connected with New Ontario. It will shorten the distance between Toronto and the 'Soo' by 80 miles, and all points west of London and westward by 200 miles. Running powers are conceded to all other railways over this line. The length of the road is about 330 miles, and it is to be built entirely by a land grant of 7,400 acres a mile for 200 miles, and 10,000 acres a mile for 130 miles. The lands granted are in alternate townships on each side of the railway. The Co. binds itself to place 1,000 male settlers of 16 years of age and over on these lands each year for 10 years. It also binds itself to place a steel ship car ferry on the gap between the mainland of the County of Bruce and Manitoulin Island, and until the railway is completed to establish a steamship line for freight and passengers to call at lake ports between Windsor and Little Current, and in addition to build a smelter capable of smelting 300 tons a day at some suitable point along the railway. The Government has reserved to itself the right of buying out the railway at the end of 15 years. All supplies used in the construction of the railway, including steel rails and all other material, are to be obtained in Canada, if obtainable as cheaply as they can be anywhere else. The construction of the road must be begun before May 1, 1902, the connection between Meaford and Owen Sound must be completed before Oct. 31, 1903, and the whole road finished before Dec. 1, 1906."

The Michigan Central Rd. has completed the laying of 40 miles of double track on the Canada Southern division of the main line, which was opened for traffic July 1. Of the 227 miles of line in Canada the M.C.R. has now 130 miles double tracked. The double tracking done this year was from Cayuga to Hagersville, on the eastern division; and from Dutton to Bismarck, and from Essex to Tilbury, on the western division. The contractors were: C. Currie, Detroit; J. J. Dewhirst, Woodslee; Wellman and Graham, Buxton, and Tench & Co., Buffalo. (June, 1900, pg. 174.)

Midland of Nova Scotia.—It was hoped that the bridge over the Shubenacadie river would be completed last spring, but only two spans were in place up to July 20. The contractors considered that the erection of the remaining spans in the ordinary way would be attended with so much danger, on account of the exceedingly rapid flow of water both in and out caused by the Bay of Fundy tides, and of the deep bottom on which the false work had to rest, that they decided to erect the remaining three spans on the shore and float them into place on pontoons, placing them in position when the tide was high and allowing them to drop into position as the tide fell.

Unless something unforeseen occurs it is expected that the bridge will be completed about Sept. 15, so that through traffic may be started between Windsor and Truro. No portion of the line has yet been opened for traffic, but it is expected to commence operating the section of the line between Windsor and Shubenacadie river almost at once. (June, pg. 175.)

The Montreal Bridge Co. is asking the Montreal City Corporation to contribute \$1,000,000 towards the construction of the bridge. This is one-fifteenth of the estimated cost, and if the city contributes this amount the Quebec Government will, it is said, give \$500,000.

It is proposed to name the bridge the Royal Albert bridge, and to have the corner stone laid by the Duke of Cornwall and York.

Musquodobolt.—See North Eastern Ry. of N. S. below, also June, pg. 175.

Nanaimo-Alberni Ry.—It is proposed to make a preliminary survey of the newly-discovered passes between Nanaimo Lakes and China Creek, Vancouver Island, on the route of the proposed line. Nanaimo Board of Trade has voted \$100 towards the cost of the survey.

New York and Ottawa.—The old Northern New York Rd. from Moira to Tupper Lake, N.Y., 54 miles, now a portion of the N.Y. & O., is being reconstructed. Gradients and curvature are being reduced, and 65 lbs. steel is replacing 56 lbs. New bridges are being built of southern pine, and the culverts are being rebuilt of either wood or stone. The stations, platforms, etc., have already been rebuilt, and the portions of the line which pass through farm lands have been fenced with Page wire fence. The work is in charge of the Co.'s Superintendent and Engineer, M. G. De Shaw.

The Co. has decided to remove its shops from Santa Clara, N.Y., to Ottawa. Last year it put up a wooden building at Ottawa, 190x90 ft., for a general repair shop. Part of the machinery has been installed, and the balance will be brought from the present shops at Santa Clara.

A wooden freight shed, 190x40 ft., is being built in Ottawa, on Nicholas St., west of Anne St., near the C.A.R. shops. A freight yard is also being constructed, with about two miles of tracks.

Five locomotive stalls will be built at Ottawa this year, to form the first half of a 10-stall round-house.

Nipissing and James Bay Ry.—R. McCallum, Engineer for the Ontario Government, says: Mackenzie, Mann & Co. have started work on this line from North Bay to James Bay, with which they propose to tap the Temiscamingue district. The charter had practically expired by default of work done, but they will probably have no difficulty about its renewal. W. P. Russell, who has charge of the Ontario government survey in the same territory, has found an excellent location for 20 miles out of North Bay. It looks as if the government would come to some arrangement with Mackenzie, Mann & Co., whereby a railway to the Temiscamingue country will be completed in the course of a year. (June, pg. 176.)

Nitinat to Cowichan Lake.—It is reported that the Georgian Sawmill Co., of Cowichan, B.C., contemplates the construction of a logging railway, 18 miles in length, from Nitinat to Cowichan lake, Vancouver island.

The North-Eastern Ry. Co. of Nova Scotia was organized at Montreal June 19, with the following officers:—Hon. J. Stratton, Provincial Secretary of Ontario, President; J. Greer, Montreal, Vice-president; M. H. Fitzpatrick, M.L.A., New Glasgow, N.S.; G. McCormack, M.P., Orillia; A. McLeod, M.P., Bracebridge; W. McNally, Montreal; T. P.