

tion from Yakh. The line is 140 miles in length, of which 18 miles are located in Washington and 122 in Idaho. The line has been surveyed from the International boundary to Hoodoo valley, 90 miles, and is under survey from the latter point to Spokane. The maximum gradients are 26 ft. to the mile, and the sharpest curves on the heavy grade divisions only are 10°, elsewhere the curvature is light. Grading is in progress from the boundary line to Pack River, Idaho, 60 miles. E. J. Taber is Chief Engineer in charge of the work, the contractors being Winters, Parson & Boomer, Twohy Bros., of Spokane, Wash., and Grant, Smith & Co., Chicago, Ill., for the grading; and H. J. Skinner of Spokane, for the bridge construction. (Oct., pg. 461).

Temiskaming and Northern Ontario Ry.—Tracklaying on the extension northerly from New Liskeard to Lake Abitibi has been resumed, the bridge at the second crossing of the Blanche River having been completed. It is expected that about 50 miles of track will have been laid by the end of the year.

The commissioners for the construction of this railway at a recent meeting decided that the location of the uncompleted portion of the line should be moved back several miles from the original line decided upon, viz., along the Black and Abitibi Rivers. The new location will be a less extensive one to construct than that previously decided upon.

C. B. Smith, Chairman of the Commission, returned to Toronto, Nov. 6, from a trip to Europe, where he had been looking into what had been done in the way of demonstrating the successful operation of long distance railways by high tension electric currents. He says, so far as he was able to learn, electrification of the road had been followed by a betterment of the service and more comfortable cars. If it were finally determined to adopt electricity as a motive power it was probable that the power development plant would be constructed near Mountain Falls, on the Montreal River. The electrical equipment of the line, it is estimated, will cost about \$1,000,000. (Oct., pg. 461).

Toronto, Hamilton and Buffalo Ry.—Plans have been prepared, and are under consideration, for the enlargement and rearrangement of the T., H. and B. yards at Brantford, Ont. Six additional tracks will be laid, thus doubling the present capacity, and to provide the extra space the city has been asked to approve of the closing of Newport St., (Sept., pg. 409).

Vancouver, Victoria and Eastern Ry.—J. J. Hill, President, stated recently at Vancouver, B.C., that the V., V. and E. Ry. would be commenced at once and pushed forward towards Vancouver, the point at which construction would be commenced would be Cloverdale.

In the annual report of the Great Northern Ry. (U.S.) just issued the following facts are given in connection with the line under construction in British Columbia as the V.V. and E. Ry., and in Washington, U.S., as the Washington and Great Northern Ry.: The grade for the Washington and Great Northern Ry. line from Curlew, Wash., to the International boundary at Midway, referred to in last year's report, was completed during the year, but work was then stopped pending passage of an act by the Canadian Parliament granting the V.V. and E. Ry. the right to connect at the International boundary with the W. and G.N. Ry. lines. These matters having been satisfactorily adjusted, in spite of the strenuous opposition of competitors, work has been resumed since the close of the fiscal year, and tracklaying on this line is now in progress.

Line from the International boundary at Midway, via Molson and Oroville, to Keremeos, B.C., 96 miles. Of this line 49 miles within the United States are being built by the W. and G.N. Ry., and 47 miles in British Columbia by the V.V. and E. Ry. The latter com-

pany has just completed the location of an extension from Keremeos to Princeton, 40 miles, and work will be begun as soon as possible. It is hoped to complete the line to Princeton by July 1, 1906, but a great deal of the work is very heavy. This line when completed will open up the Boundary country, rich in mineral resources, and the development of a heavy ore traffic is expected. Surveys for the extension of the V.V. and E. Ry. from Princeton through the Hope Mountains and the valley of the Fraser River to Vancouver, B.C., are being made.

The legislation referred to in the report of the G.N. Ry., gave the V.V. and E. Ry. power to connect its line with the lines of the W. and G.N. Ry., at the International boundary, wherever the physical characteristics of the country render construction in B.C. impossible, subject to the approval of the Government. An order-in-council was passed July 28, giving effect to the legislation in the following terms.—“On a memorandum dated July 28, 1905, from the Minister of Railways, representing that by an act passed during the session of Parliament now closed respecting the V.V. and E. Ry. and Navigation Co. it was provided as follows: The company may, at such points on the International boundary line, between the west bank of the Similkameen River and the Columbia River, as the Governor-in-Council deems expedient, for the purpose of avoiding difficulties in construction, make connections with duly authorized United States railways. The Minister further represents that the company have submitted for approval a route map in revision of that already approved by the Minister of Railways and Canals under section 122 of the Railway Act, which is for a line wholly within Canadian territory, such revised maps showing two points of crossing of the United States boundary between which the proposed line will be run for a distance of 46 miles through American territory. They state that the difficulties they wish to avoid comprise an increased summit of 300 ft. on one mountain, and of 1,150 feet on a certain pass, also 10 miles of excessively expensive work along rock bluffs where it is well nigh impracticable to build, and a crossing of a creek 1,200 ft. wide and 390 ft. deep. The Minister also represents that under date July 26, the Chief Engineer of the Department of Railways and Canals has reported with regard to these statements, that as both the statements made indicating the almost impracticable character of the route through Canada, and the information shown on the route map were prepared by Mr. Kennedy, the Chief Engineer of the railway, a gentleman of high character, the route map submitted may reasonably be approved. The minister recommends that in pursuance of the aforesaid statutory provision approval be given of the making of connections with United States railways, as so provisionally authorized at the two points shown as ‘A’ and ‘B’ respectively on the said revised route map.”

On Oct. 12, the section of the line from Curlew to Ferry, Wash., was opened for freight traffic. Ferry, Wash., is on the bank of the Kettle River, directly opposite Midway, B.C. At the end of Oct. the employees of the contractors for the V.V. and E. Ry. construction met with opposition from the C.P.R., on their reaching the lands of the Columbia and Western Ry. The C. and W. Ry. at present has its westerly terminus at Midway, but is projected, and preliminary surveys, at any rate, have been made to Penticton. The matter was taken to the courts at Victoria, the V.V. and E. Ry. Co. applying for an order to be put in possession of the necessary right of way by expropriation proceedings. Subsequently the V.V. and E. Ry. contractors started grading easterly from Rock Creek, about 12 miles west of Midway, and the C.P.R. contractor started operations from Midway westerly towards Rock Creek. On

Nov. 3, after a skirmish the V.V. and E. men withdrew, but the conflicts between the gangs were renewed on subsequent days after the arrival of reinforcements, and extra forces of police were brought into the district Nov. 10 to preserve order. A third company—the Midway and Vernon—is in the field to construct a line from Midway westerly through the same territory as far as Rock Creek at any rate, its objective point being Vernon. This still further complicates the situation. (Oct., pg. 461).

See also C.P.R. Betterments, Construction, etc., and Midway and Vernon Ry.

Vancouver, Westminster and Yukon Ry.—In connection with the projected extension of this line from Vancouver towards the Yukon, J. J. Hill, President Great Northern Ry. (U.S.), stated in an interview at Vancouver, that the G.N. Ry. had nothing to do with it, and he did not know anything of its plans. The company proposes to commence at once the erection of wharves and warehouses on the waterfront at New Westminster, on a total area of seven and a half water lots. On the completion of the work the company will lay a track or tracks from its railway to the wharves and warehouses. (Oct., pg. 461).

White Pass and Yukon Ry.—Reports from the Yukon Territory state that V. I. Hahn, Chief Engineer W.P. and Y. Ry., is making a survey in the Windy Arm district, with a view of constructing a loop line so as to connect with Toochi and Conrad City. No decision had been reached, it was stated, when construction was to be started, or as to how it was proposed to run the loop.

The G.T.R. has moved its Deseronto station to Napanee, Ont.

The C.P.R. has arranged a traffic agreement with the Oregon Rd. and Navigation Co., which serves an extensive territory in the Columbia basin.

The title of the Northern Construction Co. which was incorporated under the Dominion Companies' Act in Aug., has been changed to the Federal Construction Co., by supplemental letters patent, so as not to conflict with the Northern Construction Co., an Ontario corporation engaged in construction work on the James Bay Ry. The offices of the Federal Construction Co. are at Montreal, the directors being;—E. M. O'Brien, J. B. Ross, E. C. Perkins, G. A. Lafontaine, W. R. Staveley, all of Montreal.

An order-in-council has been passed disallowing the act passed last session of the British Columbia Legislature relating to the employment on works carried on under franchises granted by private acts. The act provided that no person should be employed upon the construction or operation of a railway, tramway, electric railway, telegraph or telephone line; upon harbor or canal construction, or a number of other public works unless he could read the act in a language of Europe, and imposed penalties for breaches of the law.

The New Brunswick Coal Co. has been incorporated under the New Brunswick Companies' Act, with a capital of \$25,000 and offices at Minto, to carry on coal mining. The provisional directors are: G. McAvity, C. N. Skinner, A. P. Barnhill, A. I. Trueman, St. John, N.B., and J. Barnes, Buctouche, N.B. The coal mines at this point were opened up by the promoters of the New Brunswick Coal and Ry. Co., which afterwards absorbed the New Brunswick Central Ry. J. Barnes was a member of the contracting firm which built the railway from Norton to Minto, and G. McAvity is one of the commissioners appointed by the New Brunswick Government to operate the line on the failure of the N.B. Coal and Ry. Co. to do so.