

Co. which has secured the right of way from nearly all the municipalities interested.

Huron and Bruce Ry. Co.—G. Kastner, Wiarton; J. E. Campbell, Amabel township; W. McGregor, Southampton; D. Geddes, Port Elgin; N. D. McDougall, Bruce township; J. Barker, Kincardine; and J. Wilson, Goderich, were incorporated at the recent session of the Ontario Legislature under this title to construct a railway from Wiarton to Goderich passing through or near Southampton and Kincardine, and to construct branches therefrom of none of which may be more than 12 miles in length. The capital of the Co. is placed at \$500,000, and power is given to issue bonds to the extent of \$20,000 a mile. The Co. is given authority to enter into agreements for running powers over other lines, and to amalgamate with the C.P.R., G.T.R. or Manitoulin and North Shore Ry. The promoters of the line are understood to have completed arrangements with F. H. Clergue by which the line will be constructed and operated as part of the M. and S. S. Ry. (Feb., pg. 57.)

The Huronian Co. (Ltd.)—R. M. and J. J. Thompson, of Bayonne, N.J.; R. G. Leckie, of Truro, N.S.; W. Nesbitt, K.C., and R. McKay, of Toronto, were incorporated at the recent session of the Ontario Legislature under this title with power among other things to construct a railway from the Massey Station Mining Co.'s properties in the townships of Salter and May, Algoma, southerly to the C.P.R. Sault Ste. Marie branch, thence to the navigable waters of the Spanish river. The Co. also asked power to engage in a general navigation business.

Indian River Ry.—M. P. Davis, R. J. Devlin, W. P. Davis, and J. W. Thompson, of Ottawa, and H. G. Harrison, of Montreal, are applying at the current session of the Dominion Parliament for an act incorporating a company under this title with power to construct a railway from the north end of Lake Megantic southerly along the shores of the lake to the international boundary at Riviere Mort. (Feb., pg. 57.)

Intercolonial Ry.—Work on the rearrangement of the I.C.R. station, North st., Halifax, was commenced Feb. 17, and it is expected that it will be completed within three months. The main features of the alterations being carried out are these: In the present train shed there are only three tracks; in the new one there will be four inside, and two outside with covered approaches to them. The old tracks are to be extended about 200 ft. further north than the end of the present platform or train shed. In the main building the whole interior has been ripped out and is being reconstructed; the baggage room will be an addition to the main building, and instead of the old approach from Lockman st. a new one is to be put in running from the corner of North st., where the street cars stop, running on the front concourse, which will be totally covered with a glass roof. Instead of the present entrance, which runs into the waiting room, the new concourse will be taken right through the building into the train shed, and from this will be the main entrance into the waiting room. On the left of this concourse will be the baggage and express room, into which baggage and mail, etc., will be conveyed by an electric lift, the capacity being equal to handling a wagon load of either baggage or mail at one time. The general arrangement of the ground floor of the building will be similar to what it is at present, with the exception of the sleeping and dining car departments which are moved up to the second floor, the ground floor thus being given over altogether to the use of passengers.

The interior finish throughout is to be equal to or better than any station of its size in

Canada. The floors throughout will be marble terazzo; the main waiting room will be finished in white enamel with a heavily beamed and caissoned roof; the women's waiting room will have Flemish oak trim and timber roof, with toilet room finished entirely in oak.

The exterior of the building will not be altered, but more light will be given by putting an additional 1,600 ft. of glass in the train shed on a line with the main station building, and by adding a number of glass bays.

An electric light plant for lighting the building will be put in, and the whole building will be heated by steam.

The entire work is being done under the supervision of Sproatt and Rolph, architects, Toronto. The contractors are Illsley and Horne, Toronto.

Tenders for the additions and alterations to brick sheds at North st., Halifax, are under consideration of the Manager.

Among the improvements contemplated at Sydney are the erection of a coal conveyer, a machine shop, car repair shop and an office building. E. T. Horn, assistant to the Manager, and J. E. Muhlfeld, Mechanical Superintendent, have been in Sydney deciding on the location of the new buildings.

The new 18-stall roundhouse at Stellarton has been completed, also a reservoir of 50,000 gallons capacity in connection.

The new station at Westville, N.S., has been completed. The building is 77 ft. long by 39 ft. wide and cost \$16,000. There are covered walks 100 ft. in length, parallel to the tracks on each side of the building.

An unconfirmed press report says that a line of railway is projected from New Glasgow to Guysboro, a link between New Glasgow and Lochbroom, to avoid the heavy grades between Stellarton and Westville, and a line from Pugwash Jct. to Amherst which would save 25 miles between Amherst and New Glasgow, and relieve the line from Cape Breton west.

Sproatt & Rolph, architects, Toronto, are preparing plans and specifications for new car shops at Moncton, which will be the first of their kind in the Dominion.

A coal shed is to be built at Moncton. Sproatt & Rolph, architects, Toronto, have prepared the plans, and tenders are asked for its construction.

In connection with the enlargement of the yards and general improvement of the terminal facilities at St. John, N.B., tenders are asked for the blasting of rock at Gilbert's island, the land recently acquired by the I.C.R.

The estimates submitted to the House of Commons for the year ending June 30, 1903, contain the following amounts for the I.C.R., chargeable to capital:—

Steel rails and fastenings.....	\$600,000 00
To increase accommodation at Sydney.....	77,000 00
Original construction.....	2,000 00
To strengthen bridges.....	175,000 00
To increase accommodation at Levis.....	22,000 00
Additional sidings.....	50,000 00
Machinery for locomotive and car shops.....	10,000 00
Superstructure for 6 spans Miramichi Bridge.....	51,000 00
Sea walls.....	5,000 00
Increased accommodation at Stellarton.....	15,000 00
Superstructure for Restigouche Bridge.....	102,000 00
Superstructure for north-west Miramichi Bridge.....	123,000 00
Double tracking between Windsor Jct. and Halifax.....	30,000 00
Improvements at Point Tupper.....	30,000 00
To provide yard for freight business at Riviere du Loup.....	25,000 00
Addition to erecting shop at Moncton.....	15,000 00
To extend freight car repair shop at Moncton.....	25,000 00
Engine house, machine shop, car shops, stores, office, etc., at Riviere du Loup.....	50,000 00

The Inverness and Richmond Ry. has made application to the Montreal Harbor Commissioners for a wharfage space of 1,000 ft. frontage at Windmill point. The Commissioners did not grant the application but decided to advertise all unleased coal wharfage space for rental, applicants to state area wanted and rental proposed by Feb. 28. No allotment of areas has yet been made.

The town of Port Hawkesbury is making application to the Nova Scotia Legislature for an act enabling it to borrow money to pay for land, etc., acquired for the right of way for the I. and R.

The Irondale, Bancroft and Ottawa Ry. Co. was voted the following subsidies at the recent session of the Ontario Legislature: from the junction with the G.T.R. near Kinmount to Irondale, 10 miles; from 35 miles east of Irondale, easterly for 10 miles; and from Palmers' Rapids easterly to Renfrew about 50 miles; in all about 70 miles at \$3,000 a mile, \$210,000. Of this \$30,000 is a revote of subsidies previously voted but unearned. According to the report of the Dominion Department of Railways for 1901, the Ontario Legislature had from time to time voted \$165,000, (representing 55 miles at the usual rate of \$3,000 a mile) in aid of the line, of which \$105,000 representing 35 miles of construction at \$3,000 a mile had been paid. The subsidy paid would, therefore, appear to cover the line constructed between Irondale, mileage 9½ from the junction, and near Baptiste, mileage 45 from the junction. Of the subsidies voted this year, the first will apparently cover the distance between the junction and Irondale; and from near Baptiste to about 5 miles beyond the present end of the track at Bancroft station, 2¼ miles from the village of that name. In 1898 a subsidy of \$30,000 was voted for 10 miles easterly from 45 miles east of Irondale, which subsidy is apparently still available, and with the balance of the second 10 miles subsidized this year would carry the line 15 miles beyond the present track end. The Dominion Parliament voted \$160,000 in respect of 50 miles of line at the rate of \$3,200 a mile and of this \$144,000 has been paid, in respect of 45 miles of line, leaving \$16,000 unearned, but apparently still available, as it was revoted in 1897.

The I. B. and O. Ry. is in operation from a junction with the G.T.R., 2.30 miles north of Kinmount, 102.12 miles from Toronto on the line to Haliburton, to Bancroft station, 50 miles, situated at Mud Lake about 2¼ miles from Bancroft Village. Irondale, 9½ miles from the junction, is the headquarters of the Co. The line passes through a good agricultural and timber country, a number of iron mines are being opened up, and a tourist trade is being developed. Bancroft, 554 inhabitants, is the most populous village, but the townships served by the line are fairly well populated. (Feb., pg. 57.)

James' Bay Ry.—The recently constructed line from Quebec siding, on the Canada Atlantic Ry., to Parry Sound, about 5 miles, has been put in operation. Application is being made at the current session of the Dominion Parliament for an act extending the time for the construction of the uncompleted portion of the line, and for power to construct a line from Sudbury to Batchawana Bay, on Lake Superior. In 1900, the Ontario Legislature voted \$15,000 in respect of the line from the C.A. Ry. to Parry Sound, and at the last session an additional subsidy of \$5,000 was voted. For the construction of the line from Parry Sound to Sudbury the Ontario Legislature voted a cash subsidy of \$3,000 a mile, and at the last session an additional \$1,000 a mile was voted in respect of this 90 miles of line. There is also in existence an Ontario subsidy of \$2,000, and 5,000 acres of land a mile for a line from Sudbury to Lake Abitibi, 175 miles. In 1899 the Dominion Parliament voted a subsidy of \$3,200 a mile for 20 miles of line from Parry Sound northerly; and in 1900 an additional subsidy of \$3,200 a mile from 20 miles north of Parry Sound to the French river, 35 miles. A location survey was made last year, and it is understood that construction will be started at an early date. The country through which the line