

fused a good many of the powers asked for by the promoters of this company. The powers given authorize the construction of 35 miles of railway from L'Amable, on the Central Ontario Ry., to Barry's Bay, on the Canada Atlantic Ry., and the operation of vessels on navigable waters touched by the line. The capital is fixed at \$500,000. (June, pg. 181.)

Boundary, Kamloops and Cariboo Central Ry.—M. S. Wade, G. T. Mallery, D. J. McDonald, J. McD. Swanson, of Kamloops, B.C.; N. G. Guthrie, of Ottawa, have been incorporated at the current session of the Dominion Parliament with this title to construct a railway from Midway, B.C., to Okanagan Lake and Grand Prairie, thence to Kamloops, and by the valley of the North Thompson River to the Nechaco River, thence to Hazelton and to the junction of the Hootalinqua and Yukon rivers; and with power to construct a branch from Kamloops to Princeton, B.C. The head office of the company is to be at Kamloops, the capital is fixed at \$5,000,000, and it may issue bonds and other securities to the extent of \$40,000 a mile. (June, pg. 182.)

Brantford and Lake Erie Ry. (Electric).—C. P. Raikes, engineer in charge of construction of the South-Western Traction Co., London, Ont., recently went over the route of this projected line with a view of reporting upon

been passed at the current session of the Dominion Parliament. The point of commencement has been fixed at Chicoutimi on the Quebec and Lake St. John Ry., and the terminus at a point on Hamilton Inlet. The promoters include J. G. Scott and other officials of the Quebec and Lake St. John Ry. (June, pg. 183.)

Colechester Coal and Ry. Co.—Construction is in progress on the line to connect the company's coal mines with Debert, N.S., on the Intercolonial Ry., about four miles. J. J. Taylor is engineer in charge of construction. (Oct., 1903, pg. 341.)

Cowichan, Alberni and Fort Rupert Ry.—J. T. Braden, J. Thompson, E. C. B. Bagshawe, Mrs. E. M. G. L. Thompson, of Victoria, were incorporated at the last session of the British Columbia Legislature, with the above title, for the purpose of constructing a railway from Cowichan Bay to Alberni, and thence to Fort Rupert, with a branch line to Quatsino Sound, Vancouver Island. The head office of the company is fixed at Victoria, the capital is placed at \$2,000,000, and bonds to the extent of \$35,000 a mile may be issued. (Jan., pg. 1.)

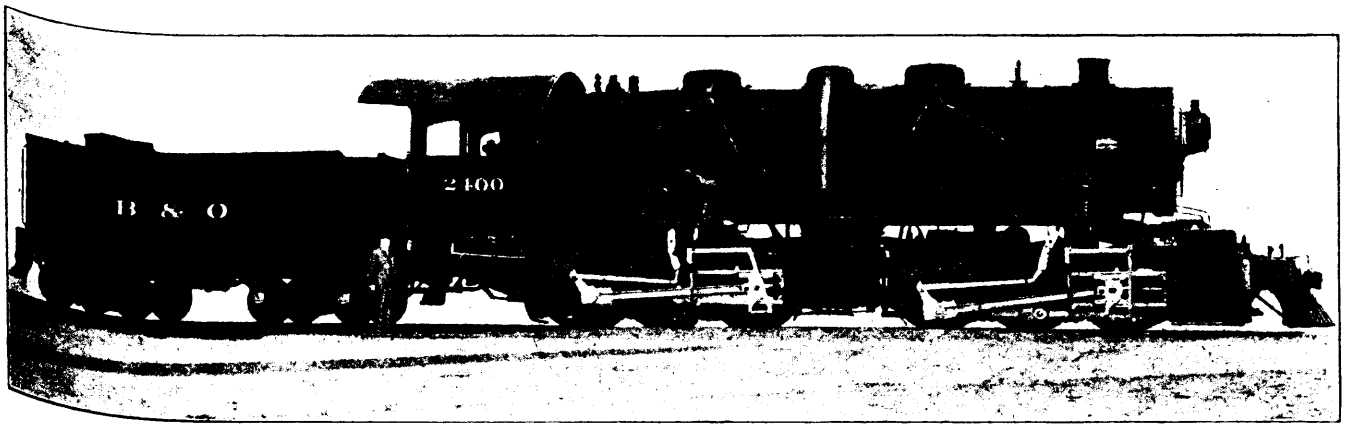
Edmonton and Slave Lake Ry.—An act has been passed at the current session of the Dominion Parliament granting an extension of time for the construction of a railway from

over by purchase or otherwise the franchises, rights, bonuses, etc., of the G.J.Ry. There was also passed an act authorizing the Guelph Junction Ry. to construct a branch line to Listowel, and another to St. Mary's and Clinton via Stratford, from suitable points on the already authorized line from Guelph to Goderich, authorizing the issue of bonds to the extent of \$25,000 a mile, and declaring that such bonds shall not be any charge on the line at present in operation between the junction of the line with the Credit Valley Ry. and Guelph, or on any other of the present assets of the company. Authority is given to enter into an agreement or amalgamate with the Guelph and Goderich Ry.

At a meeting held in Guelph June 18, the G. and G. Ry. Co. was formally organized, the directors and officers for the first year being: President, J. W. Leonard, Toronto; Vice-President, D. McNicoll, Montreal; Secretary and Solicitor, A. H. Macdonald, Guelph; other directors, Sir Thos. Shaughnessy, Montreal; H. P. Timmerman, A. H. Hertzberg, W. B. Bulling, Toronto; W. Bell, J. H. Hamilton, Guelph; Treasurer, G. A. Walker, Toronto.

The municipality of East Wawanosh passed a by-law June 4 granting a right of way for the line.

The general character of the country through which the line will run is rolling,



MALLET TYPE ARTICULATED LOCOMOTIVE, BUILT BY THE AMERICAN LOCOMOTIVE CO.

it to the Canadian Electric Traction Co., of London, Eng., which finances the construction of electric railways. The B. and L.E. Ry. Co. has secured right of way in a number of municipalities along the projected route. (June, pg. 183.)

British Columbia Electric Ry.—A line is under construction to Greer's Beach, Vancouver, and negotiations are in progress with the Vancouver city council for authority to extend the line from 16th Avenue to the cemetery gates. (June, pg. 183.)

Canada Atlantic Ry.—Plans for the construction of a central station at Ottawa have been rejected by the Minister of Railways on the ground that inadequate provision was made for through traffic. A suggestion has been made by the Minister of Railways that the C.A.R. officials should consult with the C.P.R. and the Ottawa city officials and come to an agreement as to what is required. (Mar., pg. 73.)

Campbellford, Lake Ontario and Western Ry.—The Dominion Parliament at its current session passed an act incorporating a company with this title to construct a railway from near Blairton to near Leaside Junction, Ont., both points being on the C.P.R., and passing through Campbellford, Cobourg, Port Hope, Whitby and other places. (June, pg. 183.)

Chicoutimi and North-Eastern Ry.—An act incorporating a company with this title has

Edmonton, Alta., to Slave Lake, Atha. Plans were filed in the land office at Edmonton June 17 for the first 50 miles of this projected line. The plans show a line starting from a junction with the Edmonton, Yukon and Pacific Ry., near the Groat estate, northwesterly to St. Albert, thence northerly to near Edison and Independence settlements, about half way to Athabasca Landing. (June, pg. 183.)

Fraser River Bridge.—It was recently announced that the bridge over the Fraser River at New Westminster, B.C., would be opened for traffic July 1, without any public ceremonial. (June, pg. 185.)

Granby Consolidated Mining, Smelting and Power Co.—By an act passed at the last session of the British Columbia Legislature power was given to construct a tunnel or tunnels in the mountain at Phoenix, under this company's mines, and spur lines of railway to connect the same with existing railways. (Jan., pg. 2.)

Guelph and Goderich Ry.—The Dominion Parliament, at its current session, passed an act incorporating a company with this title to construct a railway from Guelph to Goderich, Ont., with power to construct a branch to St. Mary's, Ont. The capital is fixed at \$500,000, and power is given to issue bonds to the extent of \$25,000 a mile. It was also given power to enter into an agreement with the Guelph Junction Ry. to lay out and construct the extension and branch lines and to take

crossed by deep ravines at the three rivers, Grand, Connestoga and Maitland. The soil is generally loamy clay with gravel hills throughout the entire length of the line except at Connestoga River, where there is stiff clay; there is no rock. The steepest gradient is 0.75%, except when rising for the level of Lake Huron where there is a gradient of 1% for a short distance. The line is very direct; there are very few curves, and these are 1° and 2°. There will be four bridges of some length on the line: three spans of 100 ft. crossing the Grand River at a height of 50 ft.; two spans of 100 ft., crossing the Connestoga River at a height of 65 ft.; three spans of 100 ft. each, crossing the Maitland River at a height of 20 ft.; and three spans of 150 ft. crossing the Maitland River at a height of 50 ft. (June, pg. 185.)

Halifax and Southwestern Ry.—We were advised, June 17, that the grading on the Halifax and Liverpool sections was about completed, with the exception of two small structures which are under way. The masonry for the bridges on the Halifax section is completed, and the steel for all but one of the bridges has been delivered and is being erected. Tanks and station buildings are being erected, and the fencing and telegraph lines are being gone on with. Track has been laid from Mahone Junction east to the Puddle, 38½ miles, and ballasting was commenced at Mahone May 26. It is expected that the track will be laid into Halifax by Aug. 1. The