

ties of Temiscouata, Bonaventure and Gaspé; to build piers, wharves, elevators and warehouses; to own steamers and other boats and to carry on a general navigation business; to enter into agreement for running powers with any railway situated within three miles from its railway, and to purchase and operate the Baie des Chaleurs Ry., and the Atlantic and Lake Superior Ry. or any portion of them; to construct and operate telegraph and telephone lines, and to generate electricity for the operation of the railway if desired, with numerous other powers.

Grand Forks and Kettle River Ry.—Grading was expected to be completed through to Repulse by Christmas. The bridges were all framed ready to be put in place as required, and the tracklaying gang was reported to be making satisfactory progress. The Co.'s first locomotive has been delivered, and the first car load of freight reached Grand Forks, via the C.P.R., consigned to Nelson, Wash. The citizens are being asked to vote \$3,500 to the Co. to enable it to acquire a site for a station on the Ruckle addition of Grand Forks. (Dec., 1901, pg. 354.)

Great Northern Ry. of Canada.—Work on the cut off from Garneau Jct. to St. Catharines, which will give a direct route into Quebec, will be commenced as early as possible by E. C. Loss, contractor, and it is expected that it will be completed by July. The new route will be 15 miles shorter than the present one over the Quebec and Lake St. John Ry. from Rivière à Pierre. (Dec., 1901, pg. 354.)

Halifax and South-Western Ry.—Surveys are reported completed for this line from Halifax, N.S., to Barrington Passage, and rough plans have been prepared, showing several possible routes. No arrangement has yet been made between Mackenzie, Mann & Co., and the N.S. Government, in regard to any particular route, and until this is done it is impossible to say what points will be served by the new line. The surveys have been in charge of H. K. Wicksteed, C.E. It is not probable that any construction will be engaged in until after the meeting of the N.S. Legislature, by which body the contract has to be ratified. It is expected that A. Sinclair, C.E., who is now Manager of Construction of the Inverness and Richmond Ry., will be Manager of Construction of the H. and S.W. R. (Dec., 1901, pg. 355.)

The Hudson's Bay and North-West Rys. Co. gives notice that at the next session of the Dominion Parliament it will ask for an amendment of its act extending the time for the commencement and completion of its works, and for additional powers as to the mode of constructing the same. The Co. was incorporated in 1897 as the Hudson's Bay and Yukon Rys. and Navigation Co., C. T. Harvey, S. Caldecott, Hon. S. H. Blake, J. W. Langmuir, R. Kilgour, J. K. Kerr, and James Scott, Toronto, being the incorporators, with power to construct a line from Chesterfield Inlet, on Hudson's bay, to Great Slave lake, and from the Mackenzie river to the Porcupine or Yukon river, and to operate steam ships on Hudson's bay, Great Slave lake, and the Mackenzie, Porcupine and Yukon rivers in connection with its railways. Its name was changed and additional powers conferred in 1899.

Intercolonial Ry.—It was expected that the new freight offices at St. John, N.B., would be ready for occupation by the end of Dec. The renewal of the sheds will be taken in hand in the spring. An air-testing plant for the purpose of testing the air-brakes on cars, so that when the locomotive takes hold there will be no loss of time, as under the present tests, has been installed.

Between St. John and Moncton a good deal of ballasting has been done, about 40 carloads a day being spread. All the sidings have

been lengthened, new ones of 2,400 ft. each having been put in at Anagance and Penobscis, that at Rothsay lengthened to 2,500 ft., and an addition of 1,000 ft. to that at Pollett river. It was reported that this work is going on in view of the possible double-tracking of the line, but we are informed that there is no likelihood of this being done.

The new brick power-house at Dorchester, N.B., 122 by 50 ft., has been roofed.

Tenders for alterations and additions to North st. station, Halifax have been invited to be sent in by Jan. 8.

Inverness and Richmond Ry.—The extension from Port Hastings to Point Tupper, $4\frac{1}{2}$ miles, has been completed, and was opened for traffic Dec. 12. W. Mackenzie, who was on the train making the first trip, said the Co. would be prepared to ship 250,000 tons of coal by the close of next season. A temporary dock will be built this winter at Port Hastings, where there is 20 ft. of water, which will be used for coal shipments until permanent docks are built. (Dec., 1901, pg. 355.)

James' Bay Ry.—On Dec. 21 we were informed that grading had been completed on the line from the Canada Atlantic Ry. to Parry Sound, about 5 miles, that track has been laid for 2 miles, and that the remainder of the track would be laid by the end of 1901. (Nov., 1901, pg. 337.)

Kingston and Pembroke Ry.—A steel bridge has been placed over the Madawaska river to replace a wooden structure. The roadbed is to be put in first-class condition, the work to be commenced at Sharbot Lake and pushed towards Kingston, as well as towards Renfrew. (Dec., 1901, pg. 355.)

The Kitamaat, Limited, has been incorporated under the B.C. Companies' Act, with a capital of \$300,000, for the purpose of acquiring from C. A. Holland, and G. H. Barnard, the trustees for the Kitamaat Coal and Ry. Syndicate, all the property of the syndicate, in whole or in part, and particularly certain rights to search for coal granted to Jane and John Irving, L. M. Clifford, F. S. and G. H. Barnard, E. V. Bodwell, L. P. Duff, L. Cuppage, J. A. Mara, F. W. Vincent, C. Baxter, H. G. Lawson, and W. J. Taylor; the transfer to trustees from the provisional directors of the charter of the Pacific, Northern and Omineca Ry., and all cash now or in future to come into the hands of the trustee on account of calls; to acquire the rights and properties of any other railway company; to construct, equip or operate any such railways, and to obtain legislative authority, either Provincial or Dominion, in respect to any or all of its undertakings; with numerous other powers.

Klondike Mines Ry. Co.—We are informed that E. C. Hawkins, ex-General Manager of the White Pass and Yukon Ry., and his associates, are negotiating with the provisional directors with a view to entering into an agreement by which the former will construct and operate the railway. The provisional directors procured the charter, secured the right of way, and have made considerable expenditures. A meeting was arranged in Ottawa in the beginning of December to conclude these negotiations, but was postponed owing to Mr. Hawkins' inability to come east then. The plan proposed is to build a railway of 3 ft. gauge, from the water front at Klondike city, adjoining Dawson, thence up Bonanza creek to Grand Forks, and thence to Dominion and other creeks. It is proposed to equip the line with modern steam locomotives and first-class equipment. The country opened up includes considerable areas of placer ground of too low a grade to be operated by hand, and under expensive methods of procuring machinery, fuel and supplies. (Dec., 1901, pg. 355.)

The Magnetawan River Ry. Co. has made an arrangement with the G.T.R. for the con-

struction of the railway authorized by its act. (May, 1901, pg. 156.) The Co. has power to construct 2 miles of line from Burk's Falls, Ont., on the G.T.R., to the head of the navigable waters of the Magnetawan river, and has \$10,000 bonus from Ontario, and \$6,400 from the Dominion. It is reported that construction will be commenced in the spring, and it is expected that the line will be in operation during the summer. Press reports state that this is the first section of a G.T.R. line to Sault Ste. Marie, and that there is a charter for such a line in existence. In 1881 the Dominion Parliament incorporated the Northern, North-Western and Sault Ste. Marie Ry. to build a line from Gravenhurst, the then terminus of the Northern Ry., to a junction with the C.P.R. at Callander, and giving running powers over that Co.'s line to Whanipiti river, from whence power was given to build a line to Sault Ste. Marie, to bridge the river and make connection with U.S. lines. In 1884 the name of this Co. was altered to the Northern and Pacific Junction Ry. Co., and its powers somewhat amended, but the general route of the lines authorized was not altered. Under these acts the line now operated by the G.T.R. from Gravenhurst to North Bay was constructed, and in 1894 the Ontario Legislature voted \$7,500 to the Northern and Pacific Junction Ry. to build this particular 2 miles of line. By an arrangement the G.T.R., which had acquired the right of way from Whanipiti to Sault Ste. Marie, handed over its powers to the C.P.R., which constructed the line from Sudbury to Sault Ste. Marie, and made the connections with U.S. lines. (Aug., pg. 231.)

The Manitoba and Northwestern Ry. Co. gives notice that it will apply at the next session of the Dominion Parliament for an act authorizing it to construct within seven years the lines authorized by its act, viz., an extension of its main line from Yorkton northwesterly to Prince Albert, Sask.; an extension of the Shell river branch from Russell to the northern or western boundary of Manitoba; a branch from the main line between Portage la Prairie, and Arden, eastward of the Riding Mountains, to the northern or western boundary of the province; and a branch from the main line, between Westbourne and Beautiful Plains, northwesterly in the direction of Lake Dauphin or Duck mountains. The M. and N. W.R. is leased to the C.P.R.

Manitoulin and North Shore Ry.—In connection with the 13 miles from Sudbury to Gertrude Mine, completed in 1900, and in operation, an application for the land grant, voted by the Ontario Legislature last session, has been sent in to the Crown Lands Department, Toronto. The land grant is at the rate of 7,400 acres a mile, and this application is for 96,200 acres, in alternate blocks. It is understood that certain areas west of Sudbury are applied for.

It is reported that the right of way is being cleared between Spanish River and White Fish Bay on Georgian bay, 16 miles.

The surveys being made by Mr. McCormick in the Bruce peninsula, from Meaford to Tobemory, are practically completed. No serious engineering difficulties have been encountered. (Dec., 1901, pg. 355.)

Matane and Gaspé Ry.—L. H. Chouinard, J. E. Gagnon, F. Desrosiers, L. J. Levasseur, G. A. Cote, of Matane; J. B. A. Boudreau, J. H. Brassard, Emile Dube, J. Hamel, N. Dion, M.L.A., of Fraserville; T. Cote, E. Lamontagne, of Cape Chat; Prefontaine Bros., C. A. Gauvreau, M.P., A. Bertrand, of Isle Verte; Z. Lamouette, F. St. Laurent, F. Parent, M. Belanger, of Sandy Bay; A. Harrison, of Matane; A. Leclerc, of the River a la Matre; D. Caron, M.L.A., of Saint Octave de Metis; A. Girard, M.L.A., of Mariville; I. L. Lafleur, Montreal; N. P. Tanguay, Weedon; J. M. Lovell, M.L.A., Coaticook;