

in very light earth work running about 2,000 cubic yards to the mile. The line is projected from Cambellton to the St. John river, between St. John and Edmundston, N.B. Jas. M. Shanley, C.E., Campbellton, N.B., is chief engineer. (Dec., 1903, pg. 425.)

Intercolonial Ry.—Tenders are under consideration for the erection of an extension to the station at Eureka, N.S.; the erection of a freight shed at Avondale, N.S.; and for the construction of a shed for wrecking crane and a building for car repair shop at Stellarton, N.S.; and tenders have been asked for the construction of a transfer shed at Moncton, N.B.

An extension to the station at Amherst, N.S., is being gone on with, the contract having been let to Rhodes, Curry & Co. (Ltd.) of Amherst.

W. B. McKenzie, Chief Engineer, and other officials, recently visited Halifax, N.S., to inspect the double track work between Halifax and Rockingham, N.S.

Tenders are being asked for the construction of a second track on the line between Bedford Bridge and Windsor Junction, N.S. Bedford Bridge is 8.68 miles from Halifax and Windsor Junction 13.91, the distance to be double tracked therefore being 5.23 miles.

A conference between the I.C.R. engineers, the Provincial engineer and an engineer from Quebec was recently held at Matapedia, N.B., to decide upon the best plan for placing a passenger bridge on the piers of the railway bridge there. We are advised that the railway is replacing the existing bridge with a stronger one, and the existing bridge is being taken down. There has been some negotiations between the Dominion Government and the Governments of the Provinces of Quebec and New Brunswick in regard to utilizing the present bridge on an adjoining site as a road bridge for teams and passeng-

ers. Nothing has been decided and the bridge is being taken down and piled on the land adjoining the river.

Irondale, Bancroft and Ottawa Ry.—No decision has been reached in reference to the projected extension of this line from its present terminus near Bancroft, to Renfrew, Ont. (Jan., pg. 3.)

James Bay Ry.—Surveys have been made for the construction of a railway from Toronto to Sudbury, Ont., via Parry Sound, about 260 miles. The first section of the proposed line surveyed was from the present terminus of the line in Parry Sound to near Sudbury, 110 miles, and the survey for the southern section is practically completed. Three survey parties have been working southerly, one between Otter Lake, near the point where the line constructed in 1901 joins the Canada Atlantic Ry. at Quebec siding, to Gravenhurst; the second between Gravenhurst and Beaverton; and the third between Beaverton and Toronto. While nothing has been definitely decided about the route to be followed, the line will follow a fairly straight route from Quebec siding to near Gravenhurst, westerly of the Muskoka lakes; from Gravenhurst easterly of Lake Couchiching and Lake Simcoe to Beaverton, and from Beaverton to Richmond Hill, and into Toronto via the Don flats. A deputation from Orillia recently waited on Mackenzie, Mann & Co., and was informed that the line would be taken as close to Orillia as was possible. Two deputations have interviewed the Ontario Government, one from Parry Sound and the second from Sudbury, asking for the voting of cash subsidies in aid of the line. (Jan., pg. 3.)

Kingston, Portsmouth and Cataraqui Electric Ry.—The Kingston city council has declined to grant permission for the extension of the switch on Princess st., and the com-

pany has withdrawn its service from all lines. The company says that all it is required to do by the terms of its franchise is to run a car over the line every six months. The city authorities have applied to the Ontario Legislature for an act providing that the Company shall forfeit \$100 a day for each legal day the cars are not operated, and also for power to purchase the line as a going concern at a valuation after giving six months' notice of such intention. (Jan., pg. 3.)

Klondike Mines Ry.—To the end of 1903 only half a mile of track, from Klondike City to the mouth of Bonanza creek, Yukon Territory, was laid on this projected railway from Dawson to Stewart river, a total distance of 84 miles.

In connection with further construction nothing much has been done, but we are advised that negotiations are in progress with British and French capitalists, and that there is every reason to believe that matters will be so arranged that construction work will be gone on with early in the spring. (Nov., 1903, pg. 389.)

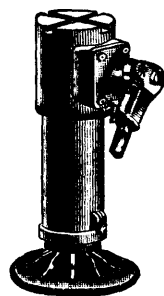
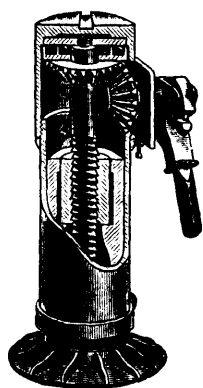
Lake Erie and Detroit River Ry.—The by-law providing for a bonus of \$20,000 with freedom from taxation for ten years and manufacturers' rates for water, in order to secure the location of the company's repair shops and the shops for the repair of the rolling stock of the Pere Marquette Rd. in Canada, has been passed by the taxpayers of St. Thomas, Ont. (Jan., pg. 3.)

Levis County Ry. (Electric).—Surveys have been made for an extension of this line from St. Romuald to Chaudiere, Que., about 1.75 miles. (Jan., pg. 3.)

London Street Ry. Co.—The Ontario Court of Appeal has decided the action in which this Company sought to have a city by-law, calling for the construction of additional

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