

track laying had commenced. The line is being laid with 56 lb. steel and the whole of the rails are on hand. Construction will be pushed and the line is expected to be completed by the end of the season. H. Holgate, C.E., Toronto, is the engineer in charge of construction.

A large wharf is being constructed at Clarke city at which the lumber from the different rivers will be brought by lighters, and the manufactured products, consisting of pulp, etc., exported. The bay is 4 miles across at the entrance, and 11 miles deep, and is protected from all quarters by seven islands at the mouth. The depth of water between the islands varies from 30 to 100 fathoms, and there is deep water right in shore all over the bay. At Clarke city, saw, pulp, and other mills will be erected and will be driven by power generated at the falls of the Ste. Marguerite. This river is over 300 miles in length, and discharges a large volume of water, and the power to be developed is practically unlimited. As soon as the railway is completed the erection of the power plant will be commenced, and it is expected that the whole of the work will be completed in about two years. (June, pg. 195.)

Ottawa, Northern and Western Ry.—C. W. Spencer, Vice-President and General Manager, after a recent inspection of the old Ottawa and Gatineau and Pontiac Pacific Jct. Rys., stated that it was intended to improve the lines and place them in the best possible condition. The exact route to be followed in making a connection between the P.P.J. Ry. and the transcontinental line of the C.P.R. at or near Pembroke, Ont., had not been decided, but would be on an early date. Surveys were in progress on three lines. (June, pg. 195.)

Ottawa to Lachine.—Press reports state that a company is about to be formed to construct and operate an electric railway from Ottawa to Lachine, Que., where connection would be made with the Montreal lines.

The Peterboro Radial Ry. Co. has taken over the Peterboro and Ashburnham St. Ry., which it proposes to operate in connection with the lines it was authorized to construct at the last session of the Ontario Legislature. (June, pg. 196, and April, pg. 144.)

Preston and Berlin Ry.—We are informed that about three-fourths of the work on the eight miles of line for the electric railway to connect Preston and Berlin, Ont., has been done, and it is expected to have the line completed by Sept. 1. T. E. Hillman, Hamilton, is engineer in charge of construction, and A. A. McDonald & Co., Hamilton, have the contract.

Prince Edward Island Ry.—Tenders are under consideration for the erection of a freight shed and waiting room at Mount Stewart; a freight shed at Morell, and a new station at Georgetown.

Nearly all the grading has been done on the branch line from Southport to Murray river, but we were advised on June 5 that there was a large portion of masonry on culverts and bridges to be completed. Track-laying was expected to be commenced at Murray river July 1. The total length of the branch, including the bridge over the Hillsborough river, to connect Charlottetown and Southport, is 42½ miles, and the grade has been constructed for a standard gauge line. The average curvature is 3½ degrees, the maximum being six degrees, as compared with 12 degrees on the main line. The heaviest grade is 1¼%, and extends for about 3½ miles, descending towards Murray river. At Murray river a station and freight shed will be built, and a siding run down to a wharf 200 by 20 ft., with a 75 ft. L. to be constructed. W. Kitchen has the contract, and

H. J. McKenzie, C.E., is engineer in charge of construction.

The work on the construction of the bridge over the Hillsborough river is being pushed forward by the contractor, M. J. Haney, Toronto. The steam dredge and steam pile driver have been busy for some time, and a large quantity of material, consisting of stone, sand, cement and pitch pine timber has been delivered. (June, pg. 196.)

Quebec and Lake Huron Ry.—We are advised that a contract has been let to R. J. Campbell, of New York city, for the construction and equipment of the line, and that it is his intention to construct 66½ miles of the main line, during the present summer, to connect Quebec and Shawinigan Jct., and a branch of 14½ miles from Shawinigan Jct. via Grand Mere to Shawinigan Falls. It is reported that work on the 115 miles of the Ontario section, connecting French river harbor and Mattawa will be commenced this year. (June, pg. 197.)

Quebec and Lake St. John Ry.—H. J. Beemer, one of the directors, who has recently been over the line, says it has been much improved, sections of the line have been straightened, a considerable length laid with 70 lb. steel rails, and many other improvements effected.

The principal improvement has been the cut-off between Valcartier and St. Catherines. The new line diverges from the old line on a 1 degree curve at a point 15 miles from Quebec, passes through 2 miles of farming country, crosses the Jacques Cartier river ¼ of a mile below the old bridge, and then through some swampy land, and rejoins the line on a 1 degree curve. The length of the new line is 3.77 miles, and of the old line 4.93 miles. The bridge over the Jacques Cartier river is carried on four piers and two abutments of first class rock-faced ashlar masonry, and consists of 3 spans of 110 ft., trusses class 1, Dominion specifications, and the approaches are 44 ft. and 39 ft. plate girder spans respectively. The new line has been laid with 70 lb. rails. J. Pacquet was the contractor. (April, pg. 145.)

Quebec and New Brunswick Ry.—The following officers have been elected: President, Hon. J. Costigan; Vice-President, Hon. A. Turgeon; other directors: T. J. Cochrane, J. N. Gregory and Hon. H. G. Carroll.

Press reports say a contract has been let to Dini and Cozzolino for grading and tracklaying on 18 miles of line from Connors station, N.B., to the Quebec boundary, and that work has been commenced at Connors. (Aug., 1901, pg. 233.)

Quebec Southern Ry.—We were informed, July 14, that but little in mileage had been constructed of the extension of the South Shore Ry. Co.'s line from St. Francois du Lac to Levis. The material for the work of construction was being assembled on the ground, and work was expected to be actively prosecuted at an early date. (June, pgs. 196, 197.)

Sandwich, Windsor and Amherstburg Ry.—The town of Amherstburg, Ont., has voted a subsidy of \$10,000 to secure the extension of this line from Windsor to Amherstburg. (June, pg. 197.)

Sault Ste. Marie, Ont., Terminals.—An officer of the C.P.R. advises us that he has no knowledge of any arrangement having been completed between that Co. and the Algoma Central and Hudson Bay Ry. Co. for the erection of a union station at Sault Ste. Marie. (June, pg. 197.)

Schomberg and Aurora Ry.—Owing to a number of delays the construction of this electric railway from a junction with the Metropolitan Ry., at Bond Lake, 17 miles from Toronto, to Schomberg, 15 miles, was not completed by July 1 as was anticipated. The

work, however, is being proceeded with, and on July 17 we were informed that the line would be completed and ready for traffic within 30 days. The greater portion of the track has been laid, but the delay has been occasioned by having to wait for the crossings and other special work. The line will be operated by the Metropolitan Ry. Co. (June, pg. 197.)

Shallow Lake to McNab Lake.—The Railway Committee of the Privy Council has granted permission to the Sun Portland Cement Co., to construct a switch 1¾ miles in length from near Shallow Lake, Ont., station on the G.T.R., northwesterly to McNab lake, subject to the filing of a satisfactory agreement between the parties interested.

The St. John, N.B., Ry. Co. is extending its lines on Douglas avenue, and is constructing a branch to the bridges at the falls. The lines were expected to be completed early in July. (June, pg. 187.)

The St. Lawrence Terminal and Steamship Co. has a Dominion charter granted in 1900, enabling it, among its other powers, subject to the approval of the Railway Committee of the Privy Council, to construct railway sidings, switches or spur lines, not exceeding six miles in length, as are necessary to connect its property with the lines of any railway. H. A. Hodge, President of the Quebec Southern Ry., is President; F. D. White, Rutland, Vt., Vice-President, and R. T. Henneker, Montreal, is Secretary of the Co. At a recent meeting it was announced that one-half of the capital stock of \$1,000,000 had been subscribed.

Strait of Canso Bridge.—J. A. L. Waddell, of Kansas City, Mo., who designed the projected bridge over the Fraser river at New Westminster, B.C., has been consulted in reference to the plans for this bridge. He has just visited the locality, and has made a proposition to the Co. regarding the preparation of the plans. It is said the bridge will be a cantilever one, 1,800 ft. between piers and 150 feet above the water. It is not likely that any further steps will be taken till Government subsidies are assured. (June, pg. 197.)

Suburban Rapid Transit Co.—It is reported that tenders will shortly be asked for the construction of an electric railway from Winnipeg to Sturgeon creek, via Deer lodge. The Co. has power to construct a line to Headingly. E. S. Harrison, Winnipeg, is Secretary. (June, pg. 197.)

Temiskaming and Northern Ontario Ry.—The Ontario Government has decided to appoint A. E. Ames, President of the Toronto Board of Trade; M. J. O'Brien, railway contractor, Renfrew; B. W. Folger, late General Manager, Kingston and Pembroke Ry., Kingston; and T. Bain, late Speaker of the House of Commons, E. Gurney, Toronto, as the commission to have charge of construction of the T. and N.O. Ry. from North Bay to the head of Lake Temiskaming, Ont. A. E. Ames will be President of the commission, which will be formally organized and hold its first meeting at an early date. The commissioners are to receive \$1,000 a year each.

The right of way for the first 20 miles from North Bay, Ont., is being cleared, and on July 10 it was reported that about one-fourth of the work had been done. The timber cut is being made into poles, posts, ties, etc., and W. B. Russell, C.E., engineer in charge of construction, says that the value of these will exceed the cost of clearing the right of way. (June, pg. 197.)

Thunder Bay, Neplgon and St. Joe Ry.—D. F. Burk, President, recently stated that there was no probability that any construction work would be undertaken this year. (Jan., pg. 5.)