

plant has been installed: one 650 k.w. generator, one engine, 650 relay generator; one engine, 600 k.w. elevator; one engine, 300 k.w., alternator and two boilers. It is also putting up a 30 ft. by 30 ft. addition to its power house, and erecting an office at the corner of Dock and Ann streets. (Oct., 1903, pg. 345.)

St. John Valley Ry.—At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was voted for the construction of a line from Welford or Westfield, N.B., on the C.P.R. to Gagetown, not exceeding 30 miles; also for a line from Fredericton to Woodstock, N.B., not exceeding 59 miles, in lieu of former subsidies. Jas. Manchester, W. H. Thorne and H. G. Troop, St. John, N.B., are interested in the company. (June, 1903, pg. 218.)

St. Mary's River Ry.—The Dominion Parliament at its recent session voted a subsidy at the rate of \$3,200 a mile towards the construction of a line from Spring Coulee to Cardston, Alta., 15 miles; and from a point on the line to the intake of the irrigation canal, not exceeding 10 miles. (July, 1903, pg. 241.)

St. Thomas Street Ry.—The committee of the St. Thomas, Ont., city council has secured a 50 year franchise from the Yarmouth township council for an extension of the city's street railway from St. Thomas to Aylmer (Oct., 1903, pg. 345.)

Salisbury and Harvey Ry.—A project is under consideration for the extension of this line from some convenient point into Moncton, N.B. The line is practically owned by Dr. Swan, who is favorable to the extension of the line, and who says he will proceed with the work if provincial and Dominion subsidies are assured. The proposition is to construct a line from Baltimore siding to Middle Coverdale on the south side of the Petitcodiac bridge, opposite Moncton, about 8 miles. Surveys for a line over this route were made in 1900 by P. S. Archibald, C.E., for another company. The construction would be comparatively light; very little bridging and few culverts would be required. Baltimore siding is 14 miles from Salisbury, where the line joins the I.C.R., and 27 miles from Moncton via the railway, but would be only about nine miles by the proposed route. A committee has the matter in hand, and meetings are being held to obtain public support prior to application being made for subsidies. (Feb., 1902, pg. 61.)

Sarita to Cowichan Bay.—Application will be made at the current session of the B.C. Legislature for an act incorporating a company to construct a railway from Sarita townsite, or some port on the Alberni canal, Vancouver island, by way of Cowichan lake and the valley of the Cowichan river, to some point on the east side of Vancouver island. Wilson, Senkler and Bloomfield, Vancouver, are solicitors for the applicants.

Shediac and Coast Ry.—A subsidy of \$3,200 a mile was voted at the recent session of the Dominion Parliament for the construction of a railway from Shediac to Shemogue, and towards Cape Tormentine in Westmoreland county, N.B., 38 miles. A. I. True-man, St. John, N.B., is President of the company. (April, 1902, pg. 145.)

Spence's Bridge to the International Boundary.—An unsigned notice has been published, dated at Vancouver, stating that application will be made at the next session of the B.C. Legislature for an act incorporating a company to construct a railway from a point near Spence's Bridge on the C.P.R., southeasterly to Nicola and Aspen Grove, then southerly to Otter Flat, thence southeasterly via Granite creek and Princeton, and following generally the course of the Similkameen river to the International boundary, either at Osyoos lake or Midway.

Standard Coal and Ry. Co.—This company has recently acquired additional coal lands in the Cumberland coal basin of Nova Scotia, giving it in all control of 110 square miles. The company has a charter to construct a railway from Maccan to Parrsboro, thence along the shore of Minas basin to Truro, touching at Folly village and the Five Islands. Some surveys have been made, and it is considered likely that Athol will be chosen as the starting point of the line instead of Maccan. E. Gillespie, Parrsboro, is President of the company, but a reorganization is in progress consequent on the new purchase. (June, 1903, pg. 218.)

Stratford.—Several propositions have been made to the Stratford, Ont., city council with a view of obtaining a franchise to construct an electric railway there, and the council has appointed a committee to visit other places with a view of finding out how things are done, and what conditions should be included in a franchise agreement. The latest proposition made to the council is that of N. M. Cantin, of St. Josephs, and F. M. Hamel, of Ottawa, who propose to construct a line from Stratford to St. Joseph on Lake Huron, through the townships of Downie, Fullerton, Hibbert and Hensall. (Sept., 1903, pg. 307.)

Temagami Ry.—Towards the construction of a railway from near Sturgeon Falls, Ont., to the western shore of Lake Temagami, not exceeding 50 miles, a subsidy of \$3,200 a mile was voted at the last session of the Dominion Parliament. R. J. McLaughlin and F. A. McDiarmid, Lindsay, Ont., are interested as well as a number of local people. (June, 1902, pg. 197.)

Temiskaming and Northern Ontario Ry.—It was expected to have track laid and ballasting completed on 65 miles of track from North Bay, Ont., by the end of Dec., 1903. This would carry the line to Lake Temagami in the Ontario forest reserve. On Dec. 14 over 57 miles of track had been laid from the site of the freight yard north of the C.P.R., and at the east end of that company's yard. Ballasting had been completed on about 38 miles of track, but a good deal of surfacing up is required. The rest of the grading will be completed during the winter. The following are the sub-contractors on the different sections: Mileage, 61 to 72, which is partially graded, Ryan and Carlson; mileage 72 to 80, Donovan and Doheny; mileage 80 to 86, Murdoch Bros.; mileage 86 to 91, Grant and Doheny; mileage 91 to 94, partially graded, W. C. Chambers; mileage 94 to 100, partly graded, Kirk and Westerdall; mileage 100 to 112, partly graded, W. C. Chambers. The contractors have a telephone line connecting their various camps, and a telegraph wire has been strung for 50 miles. The work has been done in a thorough manner, and considering the broken nature of the country, the gradients are exceptionally light and the curvature easy. The country opened up is dotted with small lakes; there are plenty of rocks, and a lot of small timber, with but little hardwood. The small creeks and watercourses are crossed by heavily constructed trestles, and the larger rivers by temporary trestles, which will be replaced by steel superstructures on concrete abutments. None of these are of any size, except one a short distance beyond Trout lake. The only important bridge on the line to New Liskeard will be over the Montreal river near Haileybury, which will be erected on masonry abutments, and have a span of 350 ft. The plans for this bridge are not yet finally decided. The location surveys are completed into New Liskeard, and grading operations have been in progress for some time from about a mile outside of the town southerly towards Haileybury. About 12 miles of grading has been completed at this point in places. The engineering parties engaged in surveying a

route for an extension of the line from New Liskeard northerly will remain in the field during the winter. From New Liskeard the route proposed is up the valley of the White river, until the height of land is reached, thence it will proceed along the valley of the White Clay and Black rivers to the Abitibi river is reached. On Dec. 14, the survey parties had reached the 70th mile out from New Liskeard.

The Commissioners have acquired about 50 acres of land north of the C.P.R. tracks, and at the end of that company's yard at North Bay, for a freight yard. Two tracks have been laid on it, and other tracks will be laid as the traffic demands. An option has been secured on a large area of adjoining land to add to the yard. (Oct., 1903, pg. 346.)

Thunder Bay, Neplgon and St. Joe Ry.—A subsidy of \$3,200, with the usual provision for an increase to \$6,400 a mile, was voted at the last session of the Dominion Parliament for the construction of 50 miles of line from Port Arthur, Ont., northeasterly. (Oct., pg. 346.)

Tillsonburg, Lake Erie and Pacific Ry.—At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was renewed to this company for an extension of its line from Ingersoll to Woodstock, Ont., nine miles; and a new subsidy voted for an extension from Woodstock to Berlin, or from Ingersoll to Stratford, or to any point on the G.T.R. between these places, not exceeding 35 miles, making in all 44 miles. Negotiations are in progress with the Stratford council with a view to securing a bonus towards the construction of the line through that city. A preliminary survey has been made of a route into Collingwood, from Ingersoll, via Stratford and Flesherton, about 125 miles. Five miles of line north of Flesherton on this route would involve much heavy construction, but on the other parts of the route the work would be light. (Sept., 1903, pg. 307.)

Toronto, Hamilton and Buffalo Ry.—We were officially advised, on Oct. 8, that there was nothing in the press reports respecting a proposed extension of this line from Brantford to Drumbo, Ont. Since that date, however, E. Fisher, General Superintendent, has had interviews with the Brantford city council at Hamilton, and meetings have been held at Brantford and other points in the vicinity, at which resolutions favoring an extension were passed. Some of the localities favor an extension to Goderich.

The company is also negotiating with the Hamilton city council for permission to construct some spur lines in the city. (Oct., 1903, pg. 347.)

Toronto, Lindsay and Pembroke Ry.—The Dominion Parliament at its last session revoted a subsidy of \$3,200 a mile for 51 miles of line from Golden Lake to Pembroke, Ont. (Feb., 1903, pg. 49.)

Toronto Radial Ry.—The Mayor of Toronto has drawn up a plan for the entrance of the suburban railways into Toronto, which has been favorably received by the companies interested and is still under discussion by the city council. The proposal is for a line to enter the city at Christie st., to Front st., largely by a private right of way, which could be easily acquired; thence to the market along Front st.; the line from the west to run along side the G.T.R. from Sunnyside to Bathurst st., then crossing the tracks by a bridge, reach the Front st. radial line; this line would also be used by the Toronto and Hamilton Ry.; the route from the east would be along Eastern avenue to the market; the Metropolitan Ry. would connect with the line from the north, by a short line along a private right of way. The tracks on the radial railway to be 4 ft. 8½ in. gauge, and 150 miles of additional radial lines to be built. The pro-