

Temiscamingue Ry.—T. Southworth, Director of Colonization for the Ontario Government, writing to the press in regard to this projected line, states that a railway must be constructed before further settlement takes place; that the people of southern Ontario should see that it is connected as directly as possible with Toronto, and that it should start from North Bay.

W. B. Russell, C.E., reports that he has located 25 miles from North bay, which will carry the line over the height of land north of Lake Nipissing. From North bay the proposed route skirts easterly along Trout lake, and turns to the north in the valley of the North river. The heaviest grade on this section is 1.25 per 100 ft. and with the exception of one short 9° curve the maximum curvature is 8°. Mr. Russell expects to have completed a reconnaissance survey to the head of Lake Temiscamingue, 100 miles, by the end of the year.

Hon. F. R. Latchford, Minister of Public Works for Ontario, stated in a recent interview that in view of the great rush of settlement into the Temiscamingue region during the present year, the Government would commence the work of building a railway northward from North bay next spring. The result of the surveyors' work so far had been most satisfactory, an easy route having been secured, and an excellent country alongside being discovered. Mr. Latchford said his personal view was in favor of letting contracts as early as possible, so that the work of making railway connection for the remote region could be completed the sooner. He thought that the whole line might possibly be built in one year, but that remained to be seen. In any event, he thought Lake Temiscamingue could be reached, which would then open the way for a great tourist traffic. The whole line to the head of Lake Temiscamingue would be about 100 miles long, and when completed it would reach about a third of the way from North bay to James bay. Lake Abitibi will probably be the next objective point in continuing the line northward. (Sept., pg. 233.)

Thunder Bay, Nipigon and St. Joe Ry.—President D. F. Burke recently made a proposition that the towns of Port Arthur and Fort William should each take \$10,000 of stock in this co. No construction has been done this year. It is reported that negotiations are in progress between the promoters and Mackenzie, Mann & Co. by which this line will be utilized as the eastern extension of the Canadian Northern. (Sept., pg. 275.)

Tilsonburg, Lake Erie and Pacific Ry.—Recent press reports stated that J. Charlton, M.P., was promoting a railway from Port Rowan to Collingwood, and that active building operations had been commenced at the southern termination. The report evidently refers to the T.L.E. and P.R. Co., of which Mr. Charlton is President, which has its line in operation from Port Burwell to Tilsonburg, Ont., 20 miles, and has about completed an extension from Tilsonburg to Ingersoll, 15 miles. This 35 miles of track will give the T.L.E. and P.R. connection with the four trunk lines of Ontario, and the Co. expects to be in a position to command the coal trade of central Western Ontario, and also to supply the C.P.R., the G.T.R., the Michigan Central Ry. and the Wabash Rd. within the same area. At Port Burwell the harbor is approaching completion, and will be the equal of any on Lake Erie, having 18 ft. of water, and a turning basin 360 ft. in diameter, 1,700 ft. inside the ends of the piers. The Co. proposes to establish a coal ferry to one of the U.S. coal ports, either Erie, 46 miles, the nearest, or Fairport, 57 miles, the furthest; with Conneaut, or Ashtabula, lying between them. As to any extension of the line northerly everything is pure speculation.

There has been some talk of an extension from Ingersoll to Stratford and thence to Collingwood, but there is as yet nothing tangible in the scheme.

Grading was completed early in Nov., and a contract was given to Dart and Hamilton for the tracklaying and ballasting of the extension to Ingersoll. The tracklaying will include 4 miles of siding. It was expected to have this work completed before the end of the season. (Sept., pg. 275.)

At a recent meeting of the Railway Committee of the Privy Council at Ottawa it was agreed between the parties interested that the T.L.E. and P. Ry. should cross the G.T.R. line near the station of the former Co. in Tilsonburg, at right angles, on level crossing, and without grade, and that the former should run its line parallel to that of the Great Western and across the Canada Southern Ry. by an independent subway.

Toronto, Hamilton and Buffalo Ry.—It was recently reported from Woodstock, Ont., that an extension of this line from Brantford was in contemplation, but we are officially informed that the Co. has no present intention of further construction.

The Toronto, Lindsay and Pembroke Ry. has filed with the Ontario Public Works department plans and profiles of a section of its projected line from Bancroft, on the Irondale, Bancroft and Ottawa Ry., and the Central Ontario Ry., to Golden Lake, 60 miles. This section of the line is 8 1-3 miles in length, and shows the route from Bancroft through the townships of Faraday, Herschel and into Monteaule. The maximum grade is 1.25 per 100 ft., and the greatest curvature is 68, while the average will be about 3°. (Aug., pg. 233.)

The Vancouver, Victoria and Eastern Ry. and Navigation Co. is the title given to the Canadian company chartered to construct, in connection with the Washington and Great Northern Ry., a subsidiary of the Great Northern Ry., U.S., a line from Marcus, Wash., on the Spokane Falls and Northern Ry., to Vancouver and Victoria, B.C. Of the main line 65 miles have been located and construction is in progress from Marcus, Wash., to Curlew, and from thence a branch of 20 miles is to be constructed to Republic, Wash. Of this length of line 15 miles, from Cascade to Carson, is in B.C., where the V.V. and E. is also constructing 25 miles of line from Carson to Phoenix, as well as spurs into Grand Forks, and to the Granby smelter. The sections from Curlew to Midway, already located, and from Midway to Molson, Wash., 45 miles west, on the summit of the divide between the Kettle and Okanagan rivers, also located, will not be gone on with this year. Preliminary surveys on the main line have been completed from the International boundary near Molson, westerly as far as Oroville, south of Keremeos, and a survey party is working towards Princeton. The maximum grade on the line between Marcus and Midway is 0.6%, with maximum curves of 8°. The branch line from Carson to Phoenix has a maximum grade of 3%, and the section between Midway and Princeton will have a maximum grade of 1%, and will be very heavy work. The most interesting feature of this section is, that although the distance between Midway and the Okanagan river is only 32 miles in a direct line, it requires about 100 miles of a 1% grade to overcome the summit, which is crossed at an elevation of 3,700 ft. above sea level.

The contractors on the U.S. side are Siems & Shields, while on the B.C. side J. W. Stewart has the contract for the grading, and Porter Bros. that for the bridging and ties. The division engineers in charge in B.C. are: A. E. Hill, with D. R. Thomas, W. I. Bassett and W. A. Duff, as assistants; and G. G. McCarty with J. W. McCreary and H. Hill

as assistants. The surveys in the Okanagan country are in charge of R. H. McCoy, locating engineer, and J. H. Kennedy is Engineer in Chief with headquarters at Grand Forks, B.C., and having as assistants, L. M. Hale, S. Gagne and K. G. Hankinson.

There is reported to be a great scarcity of labor on both sides of the boundary, but nearly all the right of way on the Canadian side has been cleared, and grading is in full swing at a number of points. (Sept., pg. 275.)

The Victoria Terminal Ry. and Ferry Co. has acquired under its act the Victoria and Sidney Ry., 16 miles, and has begun its extension into the market building at Victoria, B.C., which has been acquired as a terminal. H. P. Bell, C.E., made the survey. The work is expected to be completed by Dec. 31.

The barge Georgian is being fitted up as a temporary ferry pending the construction of a regular car ferry. Capt. McKenzie states that the ferry proposed to be built for operation in connection with this line and New Westminster is to be capable of making three trips a day.

On the mainland it is reported that grading is to be commenced on the 20 miles of line between the mouth of the Fraser river, where the permanent ferryslips are to be built, and New Westminster.

Vancouver, Westminster and Yukon Ry.—J. Hendry, President, says much of the news appearing in the daily papers regarding this Co. and its project has been guesswork, and that all the definite information that can be given for publication is that parties of surveyors are in the field, and that considerable preliminary work has been accomplished.

The Vancouver and New Westminster city councils have been approached with a view to right of way being obtained, and committees have been appointed to confer with the directors.

The whole of the right of way between New Westminster and Vancouver has been acquired by the Great Northern Ry., U.S., interests, as well as the Hastings mill property in Vancouver, which it is said will be used as a terminal. It is the only water frontage of any consequence in Vancouver not owned by the C.P.R. A. J. McMillan, C.E., and R. H. Green, C.E., were in charge of the surveys on this section, which will leave New Westminster by Penitentiary gulch, and along by the gully by Burnaby lake, entering Vancouver near the sugar refinery.

Preliminary surveys have been completed for a northern extension of the line between Vancouver and Lillooet by E. B. Hermon, C.E., who reports having found a feasible route. The line will, it is expected, cross the inlet at the second narrows, skirt the shore, passing Moodyville, Point Atkinson, and Britannia landing, and up the Squamish river, going by Daisy lake, Green lake and Seaton lake into Lillooet. T. S. Gore, C.E., is engaged in making a survey from Lillooet via Quesnel to Hazelton.

The Co. has opened an engineer's office in the Templeton block, Vancouver, which is in charge of Mr. Jeffreys, of the Great Northern Ry. (U.S.) Co.'s staff. (June, pg. 177.)

Wabash Rd.—The Mayor of Simcoe, Ont., has recently been interviewing the directors with a view of having the Co. locate its proposed Canadian shops in that town.

White Pass and Yukon Ry.—In confirmation of the denial given in our Sept. issue, pg. 276, of the rumor that an extension was to be built from the present terminal at Whitehorse to Dawson, President Graves says:—"We have no intention whatever of extending the line. At Whitehorse, instead of putting up temporary buildings and wharves, we have put up extensive, costly and substantial improvements, and have made no move looking toward a continuation of the work of construction. On the contrary, we have acquired