

the general repair of the roadbed, buildings, and the repair and renewal of the rolling stock. The specific works which will be taken in hand have not yet been finally decided.

Ontario and Northern Ry.—The Dominion Parliament at its last session voted subsidies at the rate of \$3,200 a mile, with provision for an increase to \$6,400 a mile, under certain conditions, for the following lines: from Hochelaga Ward, Montreal to Joliette, Que., passing through L'Assomption, and for a spur line in L'Assomption, not exceeding 42 miles in all. This is a variation of the terms of the subsidy voted in 1900, and is in favor of a line which was completed and opened in 1903. The Governor-in-Council is also authorized under the terms of the act voting the subsidies to grant the balance of a subsidy not exceeding \$51,000 for the railway bridge over the river from Bout de L'Île to Charlemagne, built in connection with the first mentioned line. A subsidy of similar amount to the first was also voted for the construction of a line from Charlemagne to the junction with the Montford and Gatineau Colonization Ry. at Morin Flats, not exceeding 22 miles. A subsidy for this line was voted in 1903 in favor of the Montford and Gatineau Ry., which is now part of the Great Northern Ry. of Canada, operating the C. and N. Ry. under lease. (Dec., 1902, pg. 419.)

Edmonton Street Ry. (Electric).—An Act was passed at the recent session of the Dominion Parliament amending the act of incorporation in some details, and authorizing an extension of time for the commencement and completion of the projected lines in the town of Edmonton, Alta. (June, pg. 183.)

Fraser River Bridge.—The rental to be paid by the Great Northern Ry., U.S., for the use of the bridge over the Fraser River at New Westminster, B.C., is \$20,000 a year. (Aug., pg., 222.)

Grand Valley Ry. (Electric).—A contract has been let for the erection of a power house, about two miles outside of Paris, Ont., for the section of the line to Galt. The building will be 71 by 47 ft. (June, pg. 185.)

Great Northern Ry. of Canada.—At the last session of the Dominion Parliament a subsidy of \$3,200 a mile, with provision for an increase to \$6,400 a mile, was voted for the construction of a line, not exceeding 30 miles in length, from Arundel, the present terminal of the Montford and Gatineau Ry., to a point in the united townships of Preston and Hartwell, Que. A subsidy for a similar line was voted to the M. and G. Ry., in 1903, but that company has since been taken over by the G.N. Ry. of Canada.

Guelph and Goderich Ry.—Contracts have been let for the construction of this line in ten-mile sections. Sections 1, 4, 5 and 6 have been awarded to S. B. Campbell, of Strathroy, and sections 2, 3, 7 and 8 have been awarded to M. A. Pigott. The first section is the 10 miles immediately outside of Guelph. The contracts call for an immediate start, and the expectation is to have the line completed by Oct., 1905. Work has been started at both ends of the line, the contractors being reported by the end of Aug. to have a large quantity of materials and a number of men and horses on the route. The plans show that a large area will be required for stations on the dividing line between East Colborne and West Colborne; at Auburn, Rlyth, Walton, Moncrieff, Monkton, Milverton, Millbank and Brunner. The ground acquired for a number of these stations is 2,000 by 200 ft., a little over nine acres. P. A. Peterson is Chief Engineer in charge of the work. (Aug., pg. 277.)

Gulf Shore Ry.—See Carquet and Gulf Shore Rys.

Halifax and South-Western Ry.—Track-laying was expected to reach Halifax at the end of Aug., and ballasting was expected to have so far progressed that it was hoped to have a partial train service in operation by the end of Sept. R. McColl, Provincial Engineer, and E. V. Johnston, Assistant Inspecting Engineer, Department of Railways, Ottawa, went over the line Aug. 13 from Bridgewater to Chester, to which point it had been completed. Track had been laid to Hubley's, some distance beyond Chester and 13 miles from Halifax. The inspection was made with the object of giving permission for the operation of the section between Mahone Bay and Chester. We were recently advised that track had been laid on the main line for 39.37 miles. The masonry on the Halifax section and the abutments on the piers on the La Have and Petite Rivers are completed and work has been commenced at the Medway River. The Dominion Bridge Co. has completed the erection of the girder bridges at Bark House Brook, Chester Road Crossing, Barry's Brook (two crossings), East River and Little East River, and it is now assembling the steel work for the crossing of the La Have River at Bridgewater. Station buildings are being constructed at Martin's River, Chester Basin and Chester, and it was expected that the telegraph line would be completed between Bridgewater and Chester during July. During July an average of 1,461 men and 204 horses were employed on the work. (July, pg. 231.)

Hamilton Radial Ry. (Electric).—The Saltfleet township council has given permission to the H.R. Ry. to lay a second track from Ghent's Crossing to the canal reserve. A number of the Beach residents have signed a petition protesting against this decision. (Aug., pg. 277.)

Intercolonial Ry.—The following additional sums were voted at the recent session of the Dominion Parliament for works on the I.C.R.:

Balance for spur line from Riviere Ouelle to St. Lawrence.....	\$ 6,300 00
Extending siding, St. Andre.....	1,000 00
Freight houses at Elgin Rd., L'Ansis a Giles Trois Saumons.....	1,500 00
Water supply at St. Charles Jct.....	4,750 00
Siding at Campbellton.....	1,200 00
Platform extension at Sussex.....	950 00
Water supply at Springhill.....	2,800 00
Siding at Pictou Landing.....	14,500 00
Portable plant for boring and cutting rails.....	14,000 00
Extension to Sydney Mines.....	25,000 00
Increased accommodation at Amherst.....	10,000 00
Division of line, St. Leonard Junction.....	20,500 00
Division of line, Mitchell.....	25,100 00
Reduce curve, Birch Cove.....	84,500 00
Double-tracking parts of the line.....	150,000 00
Steel rails and fastenings.....	49,000 00
Increased accommodation along line.....	68,500 00
Increased accommodation at Truro.....	100,000 00
Increased accommodation at Moncton.....	170,000 00
Increased accommodation at Halifax.....	250,000 00
Improvements at Drummondville.....	16,000 00
Improvements at Riviere Ouelle.....	5,000 00
Station at St. Moise.....	3,500 00
To eliminate road crossings near Dorchester, N.B.....	4,000 00
Increased accommodation, Amqui.....	5,500 00
Increased accommodation, Antigonish.....	14,000 00
Improving ferry service at Strait of Canso.....	23,400 00
Siding at St. Romuald.....	1,500 00
Division of public road between St. Cyrille and Drummondville.....	1,000 00
Improvements at Sackville.....	7,000 00
Increased accommodation at Memramcook.....	5,000 00
Increased accommodation at New Glasgow.....	30,000 00
To increase water supply.....	3,500 00
Improvements at Enfield.....	1,500 00
Additional sidings and spur lines.....	23,700 00

(Aug., pg. 277.)
Tenders are under consideration for the following works: station at Maccan, N.S.; quay wall, Halifax, N.S.; freight shed, Halifax, N.S.; cribwork at Grand Narrows, N.S.; and station at Sydney, N.S.

A branch line is under construction from a point three miles east of Trois Pistoles station to the Trois Pistoles Lumber Co.'s mills, about two miles. The branch is graded by the T.P.L. Co., the rails, ballast, etc., will be supplied by the I.C.R., which will also operate

the line. The lumber company guarantee to deliver 1,000 carloads of freight a year over the branch.

Imperial Coal and Coke Co.—We were advised Aug. 26 that the directors of the Imperial Coal and Coke Co. had not then decided as to what transportation arrangements are going to be made. That there will be a branch line built into the company's mines in British Columbia goes without saying, we are informed, but just from what point it will start has not yet been determined. An engineer is at present on the ground looking into the matter, and as soon as his report has been handed to the directors the matter will be taken up with a view of getting something definite arranged. The company's coal mines are situated near Michel, B.C., and press reports recently stated that an arrangement had been concluded with the C.P.R. by which that company would construct a branch from the Crow's Nest Pass line at Michel to the mines, 28 miles distant. The Imperial Coal and Coke Co., head offices Montreal, is an altogether distinct corporation from the Imperial Coal Co. (Ltd.) with offices at Moncton, N.B., which owns and operates the Beersville Ry. (Aug. pg. 275.)

James Bay Ry.—The final location plans of the James Bay Ry. from Toronto to Richmond Hill, Ont., have been filed. The distance by the projected line is about 20 miles, against 16 by Yonge St. The line will run along the Esplanade to the Don and then alongside the old belt line until it crosses the Don near the Don Valley Brick Works, where it will pass under the C.P.R. tracks, and follows the Don Valley, crossing the river seven or eight miles in York township. The line leaves the level of the Don river near C.P.R. Viaduct No. 4, and reaches the Don Mills road near the library. A very easy grade has been secured, the route surveyed to this point being about eight miles, to get to the height which the C.P.R. line makes in three miles. From Don Mills road the line gradually works towards Yonge St., but does not touch it, passing at the back of Richmond Hill. There is a strong feeling in Richmond Hill in favor of getting the line into the village, and a proposal has been made to secure a diversion from the present located line. A start has been made on the grade at the Parry Sound end, and arrangements are in progress for an early start at construction. (Aug., pg. 277.)

Kettle Valley Ry.—A survey is in progress from Grand Falls, B.C., along the north fork of the Kettle River, for about 50 miles, to Franklin mining camp. The work is in charge of — Davis. A preliminary survey showed that there were no great engineering obstacles in the way and that a grade of less than 1% could be secured. An early start will be made with the grading operations. (Aug. pg. 277.)

Kootenay Central Ry.—A location survey under W. Irving is in progress, working from Golden, B.C., on the projected line which is to connect Golden and Windermere. (July, pg. 233.)

Lardo to Upper Arrow Lake.—The Dominion Parliament at its last session voted a subsidy of \$3,200 a mile, with provisions for an increase to \$6,400 a mile, towards the construction of a line from Lardo, towards Upper Arrow Lake, B.C., not exceeding 30 miles.

Levis County Ry. (Electric).—A power plant is being installed at Levis, Que., by this company to operate its cars. Heretofore the company has purchased its power from the Canadian Electric Co. (Mar., pg. 78.)

London Street Ry. (Electric).—The car barns of the company were damaged to the extent of \$25,000 by fire Aug. 9.