

and Industry Ry. Co. A proposition has been made, and surveys have been completed for the construction of a branch from Montcalm to Lac Ourieu, about 32 miles, and work will probably be commenced this year if a Dominion subsidy can be obtained.

Great Northern Ry. (U.S.)—Track is reported to have been laid on the Montana and North Western Ry. from Jennings, Mont., to Tobacco Plains on the international boundary, 51 miles, where connection is made with the Crow's Nest Southern Ry., under construction from Fernie, B.C. Surveys have been made for a cut-off from Columbia Falls on the Great Northern main line to Great Falls, Mont., so as to save the expense of hauling coal round by Shelby Jct., but it is understood that no practical route has been found.

On the Washington and Great Northern Ry., which is the U.S. section of the Vancouver, Victoria and Eastern Ry., track is reported to have been laid from Marcus, Wash., on the Spokane Falls and Northern Ry., to near Cascade on the international boundary, 27 miles, and the grading is completed to the boundary. At Hall's Ferry, seven miles on the U.S. side of Cascade, a large trestle, requiring 550,000 ft. of timber, has been constructed, and we were officially informed Mar. 17 that the track had been laid to Cascade. On the next section of line in the U.S., from the boundary five miles south of Grand Forks, B.C. into Republic, the W. and G.N.R. Co. and the Co. owning the Kettle Valley Lines are having some difficulties over the right of way. Both companies are constructing a railway into Republic with a view of carrying ore to the smelter at Grand Forks, B.C., and it is alleged on the part of the G.N.Ry. that the K.V.L. is usurping its grade; while T. W. Holland, General Manager of the K.V.L., says that not only is this absurd, but that the charter under which the G.N.Ry. is seeking to construct this particu-

lar piece of line has lapsed. The matter is still before the courts not only in Washington but also in B.C., and also before the Railway Committee of the Privy Council at Ottawa.

In addition to these lines, J. N. Hill, Vice-President of the G.N.Ry. recently said: "We have about 40 miles of road under construction in the eastern district and will standardize the Great Falls & Canada Ry. from Great Falls to the international boundary during the coming spring and summer. This, together with the improvements we are making to the main line west of the Rocky Mountains, will constitute about all the work we care to undertake just now." (Feb., pg. 56.)

The Haliburton, Whitney and Mattawa Ry. Co. was, at the recent session of the Ontario Legislature, granted a further extension of three years within which it may commence operations on its proposed line from Haliburton to Mattawa, or other convenient point. (Feb., pg. 56.)

The Halifax Electric Tramway Co. has ordered a 1000-h.p. generator for its power station.

Halifax and South Western Ry. Co.—Copies of the agreement and contract entered into between the Commissioner of Works for Nova Scotia and Mackenzie, Mann & Co., who were incorporated under the above title, have been presented to the N.S. Legislature and a bill ratifying the agreement and contract has been introduced. The plans and specifications for the line between Halifax and Barrington, which it is proposed to construct under the agreement, are also before the Legislature. (Feb., pg. 56.)

The Hamilton, Ancaster and Brantford Ry. Co. was, at the recent session of the Ontario Legislature, empowered to vary the route authorized in the original charter, and granted an extension of time for two years

within which its line has to be commenced. The Co. was given bonding powers to the extent of \$20,000 a mile. (Feb., pg. 56.)

Hamilton and Caledonia Electric Ry.—The promoters of this Co. have obtained franchises from a number of municipalities on the route of the proposed line, and negotiations are in progress for obtaining others. No arrangements have been made for construction. J. G. Gauld, W. Anderson of Hamilton, and A. Shirra of Caledonia, Ont., are the principal promoters of the Co. (Feb., pg. 61.)

The Hamilton, Grimsby and Beamsville Electric Ry., according to C. J. Myles, President, purposes extending its line to St. Catharines, and some negotiations have taken place with the Niagara, St. Catharines and Toronto Ry. Co. regarding the building of a bridge at St. Catharines for the joint use of both roads. (Feb., pg. 57.)

Hamilton Suburban Ry. Co.—The bill applying for the incorporation of a company under this title has been withdrawn from the Ontario Legislature, as very general opposition was given it. (Feb., pg. 57.)

Huron, Bruce and Grey Electric Ry. Co.—J. T. Goldthorpe, Colborne; D. McGillcuddy, J. Wilson, and M. G. Cameron, Goderich, were incorporated at the recent session of the Ontario Legislature under this title to construct a system of electric railways radiating from Goderich and serving Blyth, Wingham, Brussels, Wroxeater, Kincardine, Tiverton, Port Elgin, Wiarton, Walkerton and Owen Sound. The Co. asked power to construct lines in Middlesex county to London, but this was struck out, and the title of the Co. amended by substituting Grey for Middlesex. The Co. was given bonding powers of \$15,000 a mile instead of the \$20,000 a mile asked for. D. H. Green, C.E., Montreal, is acting for the

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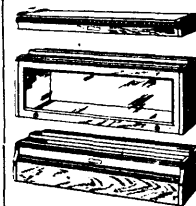
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