

miles. Tracklaying has been completed on the extension from Tweed to Bannockburn, where a connection has been made with the Central Ontario Ry. The extension starts from a point near the engine shed at Tweed, crosses the C.P.R. track and River st., and parallels that line for some distance, then turning northerly to Actinolite (Bridgewater), then northwesterly to Bannockburn. Temporary wooden bridges have been erected, four of which are to be replaced by steel spans. There will be three stations on the extension, Bridgewater, Queensboro and Allen Settlement. Ballasting is in progress. (Oct., pg. 339.)

Beersville Coal and Ry. Co.—The Dominion Parliament at its recent session voted a subsidy of \$3,200 a mile towards the construction of this line from Adamsville on the I.C.R., to the coal mines at Beersville, N.B., seven miles. Track is reported to have been laid for three miles from Adamsville, and grading to have been completed for six miles. Grading on the remaining mile to the mines is in progress and tracklaying is being continued. It is expected to complete tracklaying by the end of the year. Arrangements are being made to put in terminal facilities at the mines, but it is not expected that anything will be done in that direction until the spring. The New Brunswick Government is negotiating with the company with a view of providing for the construction of a further 2½ miles of line to the mines of the Canadian Manganese Co. G. G. Polleys, Manager of the Imperial Coal Co., is also manager of the railway. (Oct., pg. 339.)

Berlin, Waterloo, Wellesley and Lake Huron Ry. (Electric).—The promoters, in company with an engineer from Boston, Mass., have recently been looking over the route of this projected line from Berlin to Goderich, Ont., via Wellesley. It is said that it is intended to construct a line from Berlin to Wellesley, about 15 miles, immediately, and to operate it in conjunction with the Preston and Berlin Ry. and the Galt, Preston and Hespeler Ry. C. R. Hanning, Preston, Ont., is Secretary. (Sept., pg. 305.)

Brockville, Westport and Northwestern Ry.—The opposition to the passing of the act incorporating the Reorganization Syndicate of New York, which purchased the Brockville, Westport and Sault Ste. Marie Ry., was withdrawn, the syndicate agreeing to pay 25% of the amount due to the judgment creditors. The act was then passed, the name of the company being changed to the Brockville, Westport and Northwestern Ry. Co., and power given to extend the line from Westport northwesterly. The B. W. and S. S. M. Ry. is now vested in the B. W. and N. Ry. Co., and at the meeting for the organization of the new company held Nov. 23, it was decided to bring the line in all respects up to the Government standard, and the officers were given instructions to this effect. A committee was appointed to select a terminal for the projected extension and to make arrangements for the preliminary surveys. (Oct., pg. 340.)

Bruce Mines and Algoma Ry.—A subsidy was voted at the recent session of the Dominion Parliament for an extension of the line from its present terminal at the Rock Lake copper mines, Ont., northerly 19 miles, and for a line from Bruce Mines to Bruce Mines Junction, 2 miles. The latter piece of line has already been constructed. It is not expected that anything will be done on the line northerly next year. (Sept., pg. 305.)

Chateaugay and Northern Ry.—See pg. 419.

Central Ontario Ry.—The subsidy previously authorized by the Dominion Parliament for the extension of this line from Bancroft to a junction with the Canada Atlantic

Ry. near Whitby, Ont., about 40 miles, was revoked at the recent session.

Colchester Coal and Ry. Co.—At the last session of the Dominion Parliament a subsidy of \$3,200 a mile was voted towards the construction of a line from Debert station on the I.C.R. to the Debert Coal Mines, N.S., 4½ miles, for the construction of which the C.C. and Ry. Co. has a charter. This subsidy was granted in lieu of one voted in 1900. (Oct., pg. 341.)

Cumberland Ry. and Coal Co.—At the last session of the Dominion Parliament a subsidy of \$3,200 was voted for the construction of one mile of railway from Parrsboro, N.S., station to riverside wharf. (Feb., pg. 39.)

Detroit River Bridge.—In connection with the proposal to construct a bridge over the Detroit river between Windsor, Ont., and Detroit, Mich., which was under discussion a good deal in the early part of the year, and to which special attention was directed by the securing of a charter by the Pere Marquette Rd., C. M. Hays, 2nd Vice-President and General Manager G.T.R., recently stated that he was collecting information on the subject, but was as yet unable to state what attitude his company would assume toward the subject. Sir Thos. Shaughnessy, President C.P.R., interviewed by the Montreal Star on the subject, said that it was a matter mainly interesting to Canadian connections with the U.S. (Aug., pg. 267.)

Edmonton Street Ry.—W. G. Tretheway, of Montreal, has been visiting Edmonton, Alta., recently, and interviewing the town council in connection with the construction of a street railway there. A charter for the construction of an electric railway is held by the town council. (June, pg. 213.)

Esquimalt and Nanaimo Ry.—At the last session of the Dominion Parliament a subsidy of \$3,200 a mile, with the usual conditions as to an increase to \$6,400 a mile, was voted towards the construction of a line from Wellington to Union bay, about 50 miles. A charter for the construction of this line is held by the E. and N. Ry. Co., and surveys have been made for a line along the coast terminating at Comox. The B.C. Legislature voted a subsidy of \$4,000 towards the construction of such a line, but provided that it should run through Alberni and Nanaimo. Nothing was done to earn the subsidy, which has now lapsed. (Jan., pg. 21.)

Grand Valley Ry. (Electric).—Grading has been completed to within four miles of St. George, Ont., and tracklaying is in progress from Paris to St. George. Negotiations are in progress for the extension of the line to Galt. (Oct., pg. 341.)

Great Northern Ry. of Canada.—Nothing definite has been announced in regard to construction of the connection between the Montford and Gatineau Ry., at either St. Sauveur or St. Morin flats, and the G.N.R. at St. Jerome, Que., about 20 miles. (See Montford and Gatineau Ry.)

The Dominion Parliament at its last session voted the usual subsidy of \$3,200 a mile towards the construction of a line from Hawkesbury to South Indian, Ont., not exceeding 35 miles, in lieu of a subsidy granted in 1899, and for a line from Garneau Jct. to Quebec bridge, not exceeding 70 miles. Surveys were made in 1901 for the proposed extension from Hawkesbury to South Indian, and for a cut off from Garneau Junction to St. Catharines, Que., 55 miles. No work was done on either of these pieces of line. The new subsidy for the line from Garneau is for an extension into Quebec, thus providing a direct entrance into that city for the G.N. Ry. independent of the Quebec and Lake St. John Ry., which is now utilized from Rivière à Pierre to Quebec. (Sept., 1901, pg. 335.)

Guelph Junction Ry.—This railway is at present in operation from Guelph to Guelph Junction, Ont., where connection is made with the C.P.R. main line, 15 miles. The line is operated by the C.P.R. and it was always intended that it would be extended to Goderich, and negotiations to that end have been initiated by the Guelph city council, which has a large interest in the line. Surveys for the extension are now in progress; P. A. Peterson, formerly Chief Engineer C.P.R., being in charge of the work; the engineers in charge of the survey parties being:—Roberts, at Goderich, and J. Davis, at Guelph. Three lines have been run between the two points, but the final route has not been settled. The lines surveyed are: (1) from Guelph via Elmira, Linwood, Milverton, Monkton, Walton, Blyth, to Goderich; (2) Guelph via Conestogo, Linwood, Atwood, Brussels and Listowel, to Goderich; (3) the third route would run into Goderich via Seaforth and Clinton. The construction is comparatively easy between Guelph township and Blyth. The distance of the proposed line will be about 82 miles, as against 88 via the G.T.R. It is probable that legislation will be asked to change the name of the Company to the Guelph and Goderich Ry. It is expected that work will be gone on with in the spring, as C.P.R. assistance has practically been secured by the promoters. Colonel A. H. Macdonald, Guelph, is solicitor for the Company. (Oct., pg. 341.)

Halifax and Southwestern Ry.—We are advised that the location of the line at several points is still undecided, and no further contracts have been let for grading. The line between Halifax and Mahone, N.S., has been graded and the bridges and culverts, with the exception of the steel spans, delivery of which depends on the makers, are well under way and will be ready for tracklaying for about 50 miles by the end of Nov. From this point into Halifax the grading and culverts have been about one-third finished and are being pushed forward. On Nov. 16 we were advised that tracklaying was expected to be commenced at Mahone in a few days. All the track material and telegraph posts are provided, so that the work will be pushed forward to Halifax as fast as possible. Work on the line in the vicinity of Liverpool is also making good progress. In connection with the entrance into Halifax, the arbitrators have been appointed to assess the value of the land to be purchased by the city and county for the right-of-way.

On the old Nova Scotia Southern Ry. the Caledonia branch has been completed, and we were advised Nov. 16 that it was expected to be opened for traffic by Nov. 20. The branch extends from New Germany to Caledonia, about 22 miles. On this branch considerable work was done some years ago, but the whole has been entirely reconstructed. Stations have been built at Hemford, North Brookfield, South Brookfield and New Caledonia; a water tank at Hemford, and an engine and coal shed at Caledonia. (Nov., pg. 389.)

Hampton and St. Martin's Ry.—A train service has been placed in operation on this line by the new company, and freight is being exchanged with the I.C.R. (Oct., pg. 341.)

Huntsville and Lake of Bays Ry.—The grading on the mile of railway being constructed under this charter by the Huntsville, Lake of Bays and Lake Simcoe Navigation Co., between Lake of Bays and Peninsula lake, Ont., is nearly completed, and tracklaying will be commenced at once if the weather continues favorable. It is expected that a train will be running within three weeks after tracklaying has commenced. Steel rails 56 lbs. to the yard will be laid. Professor Kerry, of McGill College, laid out