

Parliament for an act incorporating a company under this title to construct a railway from Fraserville, Que., on the Intercolonial Ry., to Gaspé Basin, with all the usual powers, and with power to enter into agreements with the Baie des Chaleurs Ry. Co., or the Atlantic and Lake Superior Ry. Co., for amalgamation or otherwise. The bill met with considerable opposition from the Minister of Railways, the bondholders of the Atlantic and Lake Superior Ry. and private members, and was abandoned. (Jan., pg. 2.)

The Great Eastern Ry. Co.'s application to the Dominion Parliament at its recent session for an act granting a further extension for five years, to enable it to complete its railway, authorized in 1891, from Huntingdon to Lévis, Que., with a branch to the International boundary near Hemmingford or Lacolle; and an additional branch authorized to be constructed in 1897, to connect its line with the Drummond County Ry. and the United Counties Ry., did not pass. Under acts passed prior to 1891, about 12 miles of line were constructed between Yamaska and St. Gregoire, which have since been merged in the Quebec Southern Ry. and the South Shore Ry.

Great Falls Power Co.—J. C. Gibson, J. McDiarmid, D. Sinclair, F. J. C. Cox and C. Chamberlain, were incorporated at the last session of the Manitoba Legislature under this title with general powers to develop water-powers, to generate electricity for manufacturing and other purposes, and to construct an electric railway from Winnipeg to Selkirk, or to some point on the Winnipeg river. The capital of the Co. is fixed at \$5,000,000, and bonds may be issued.

Great Northern Ry. of Canada.—It was recently reported that W. Seward Webb and those associated with him were in treaty for the purchase of the G. N. Ry. Some of the people who had been active in the purchase of the Canada Atlantic Ry., and the South Shore Ry., made a trip over the G. N. Ry. and inspected the terminals at Quebec, but the statement that they were negotiating a purchase is not credited, the more reasonable cause of their visit being to see to arrangements for handling the grain to be brought over the Canada Atlantic Ry. during the season of navigation. The G. N. Ry. has decided to add another conveyer at the Quebec elevator. (April, pg. 123.) See also Chateaugay and Northern Ry.

Great Northern Ry. (U.S.)—The surveys for the widening of the Great Falls and Canada Ry. from Great Falls, Mont., to a junction at the International boundary with the Alberta Ry. and Coal Co.'s line, to Lethbridge, Alta., 130 miles, have been completed and work was begun April 16.

The ballasting of the line of the Montana and Great Northern Ry. from Jennings, Mont., to a junction with the Crow's Nest Southern Ry. at Tobacco Plains on the International boundary is reported to have been completed.

Tracks has been laid on the Washington and Great Northern Ry., the U. S. section of the Vancouver, Victoria and Eastern Ry., from Marcus, Wash., to the International boundary at Cascade, B.C., and ballasting was expected to be completed in May. On the section from the boundary, 5 miles south of Grand Forks, B.C., to Republic, Wash., the Co. has had some difficulties with the Republic and Grand Forks Ry. Co., respecting the right of way. Certain points in the dispute were disposed of by the purchase of land, but others are still before the Washington courts for settlement.

The G. N. Ry. is reported to have constructed a ferry slip at Brownsville, B.C. (April, pg. 124.) See also Alberta Ry. and Coal Co., Crow's Nest Southern Ry.; Kettle Valley lines, and Vancouver, Victoria and Eastern Ry.

Halifax and South-Western Ry.—The Nova Scotia Legislature at its recent session ratified the contract entered into between the Government and Mackenzie, Mann & Co., for the construction of a railway from Halifax to Barrington Passage, connecting there with the existing Halifax and Yarmouth Ry., power being also given to purchase that line. The Attorney-General informed the House of Assembly that propositions to construct the line were also made by Ryan & Macdonald, Toronto; and the North American Trust Co. of New York; and that the Provincial Engineer estimated that the line would cost \$18,400 a mile. The estimate was considered by the Attorney-General to be a moderate one as the line would probably cost altogether about \$20,000 a mile. The contractors obtain a free right of way; freedom from taxes, and other exemptions, together with a loan of \$13,500 a mile, of which they are to repay \$10,300 a mile, with interest, in 40 years. The length of line to be constructed is about 220 miles.

Surveys of alternative routes were made in 1901, by H. K. Wicksteed. W. Mackenzie and D. D. Mann, met the Nova Scotia Cabinet early in May in reference to the route, when it was announced that construction would be gone on with on the sections between Halifax and Mahone Bay, and between Liverpool and Bridgewater. At this point connection will be made with the Nova Scotia Central Ry. which has been acquired by Mackenzie, Mann & Co. (April, pg. 124.)

Hamilton, Ancaster and Brantford Ry. Co.—Press reports state that financial arrangements have been completed for the early commencement of the construction of this line. (April, pg. 124.)

Hamilton and Caledonia Electric Ry.—A right-of-way has been granted by the Seneca and Caledonia councils; Glanford council has prepared a by-law to be passed at a future meeting, but the Barton council and the promoters of the Co. cannot agree on terms. We are informed that if the Barton council will pass a reasonable bylaw the Co. will be prepared to proceed with construction. (April, pg. 124.)

Hamilton Street Ry.—Unconfirmed reports state that an extension will be built to Bartonville, about five miles, this year.

Hope Mountains Exploration.—E. Dewdney's report on the survey made through the Hope Mountain district last year has been presented to the B. C. Legislature. "The result of the surveys," Mr. Dewdney states in conclusion, "shows that the Hope mountains cannot be crossed without encountering serious engineering difficulties, which would necessitate a very large expenditure of money, and I know of nothing so pressing either in the way of development along any line that might be determined on, to warrant its construction, outside of a few prospects that have been brought in by miners. There is nothing at present to give encouragement for this expenditure, except the existence of some very fine timber on the west slope." . . . "I have no doubt that you will be told that a better line can be obtained than the one we have surveyed and explored. Nothing but an instrumental survey can establish this. I can get no information that would warrant me in believing that there is, north of the boundary, any better line, and I can find no reports of U.S. surveys which would indicate that there is one of merit even by crossing from one country into the other." The details of the survey made are contained in the appended reports of the engineers in charge. H. Carry had charge of the party making a survey of the line through what is known as Railway pass. This pass approximates 4,160 ft. above sea level, and is 18½ miles in an air line from Hope, but owing to the mountainous country the survey showed that 38½ miles of track

would have to be constructed, of which 21¼ miles would be 2½%, 4 miles 2%, and 13¾ miles of ½% gradients. F. Moberley made a survey from the summit of Hope mountain to Similkameen, 39.65 miles. Starting from the summit a 2.5% grade was carried from mileage 1½ to mileage 10, from which point the grade runs from 2.2% to level. On this route the distance from Hope to Similkameen is 78.28 miles. Mr. Carry's estimate of the construction of his section is \$2,236,831, or \$57,904 a mile, and Mr. Moberley's estimate for the second section is \$1,186,328 or \$29,920 a mile, a total of \$3,423,159. Mr. Carry also made a survey of alternative routes: from Hope to Allison pass, 51 miles, the cost of which would average \$33,039 a mile, and from Hope to Tulameen, 67.63 miles, the cost of which was estimated to average \$32,849 a mile. Mr. Moberley made surveys to complete the latter line from Tulameen to Similkameen, 19.50 miles, at an average cost of \$29,920 miles, making a total of 87.3 miles, the estimated cost of which is \$2,805,034. For the completion of the route from Allison's pass to a junction with the end of Railroad pass route, Hislop's line, 50 miles, was adopted. This line is estimated to cost \$33,000 a mile, making a total for the route, via Allison's pass, of \$3,335,500. J. Hislop made a general survey of the Roche river country and provided data for the preparation of plans and profiles. In the Legislature, the Chief Commissioner of Lands and Works stated that the cost of the survey was \$14,071.92. (Feb., pg. 57.)

Hudson's Bay and Northwest Ry.'s Co.—At the recent session of the Dominion Parliament an extension of 3 years within which the lines authorized by its act of incorporation must be constructed was granted. (Jan., pg. 3.)

Huntsville and Lake of Bays Ry. Co.—Capt. G. F. Marsh, F. W. Clearwater, J. Whiteside, J. W. Hart, W. H. Mathews and H. S. May, Huntsville, Ont.; A. Marsh, Richmond Hill, Ont.; and J. J. McNeil, Toronto, were incorporated in 1900 by the Ontario Legislature under this title, to construct a steam or electric railway from the north end of Lake of Bays to the south end of Peninsula Lake; also from the east end of Lake of Bays to west end of Hollow Lake. Capt. Marsh is now endeavouring to obtain the capital necessary, about \$10,000, to construct the first of these lines, about 1½ miles in length, as a steam railway. It is reported that some grading has been done. (Mar. 1900, pg. 77.)

Indian River Ry.—M. P. Davis, R. J. Devlin, W. P. Davis, J. W. Thompson, Ottawa, and H. G. Harrison, Montreal, were incorporated at the recent session of the Dominion Parliament under this title, to construct a railway from the north end of Lake Megantic, Que., southerly along the lake to the International boundary at Riviere Morte, with power to enter into agreements with the C.P.R., the Rumford Falls and Rangeley Lakes Ry. Co., the Portland and Rumford Falls Ry. Co. and the Quebec Central Ry. Co. (April, pg. 125.)

Intercolonial Ry.—A number of bridges between St. John and Moncton, N.B., are being strengthened, pending the carrying out of more permanent strengthening or the erection of new ones.

The siding at Shubenacadie, N.S., is being lengthened to 3,000 ft., double its present capacity, and a number of additional sidings are to be put in at Moncton, N.B.

A branch line 6 miles in length will be constructed from Riviere Ouelle station, Que., to Riviere village, on the St. Lawrence, and a steamer will be placed on the river to connect with Murray Bay, on the opposite side. The work is to be rushed through to completion this season.