

operation on the Caledonia branch of the Old Central Ry. of N.S. (Jan., pg. 3.)

**Halifax and Yarmouth Ry.**—During 1903, additional sidings were constructed at different points as found necessary for the traffic. No new work was undertaken, and nothing is being done in the way of surveys for any extension of the line, which runs from Yarmouth to Barrington Passage, N. S., or for any branch lines. (June, 1903, pg. 214.)

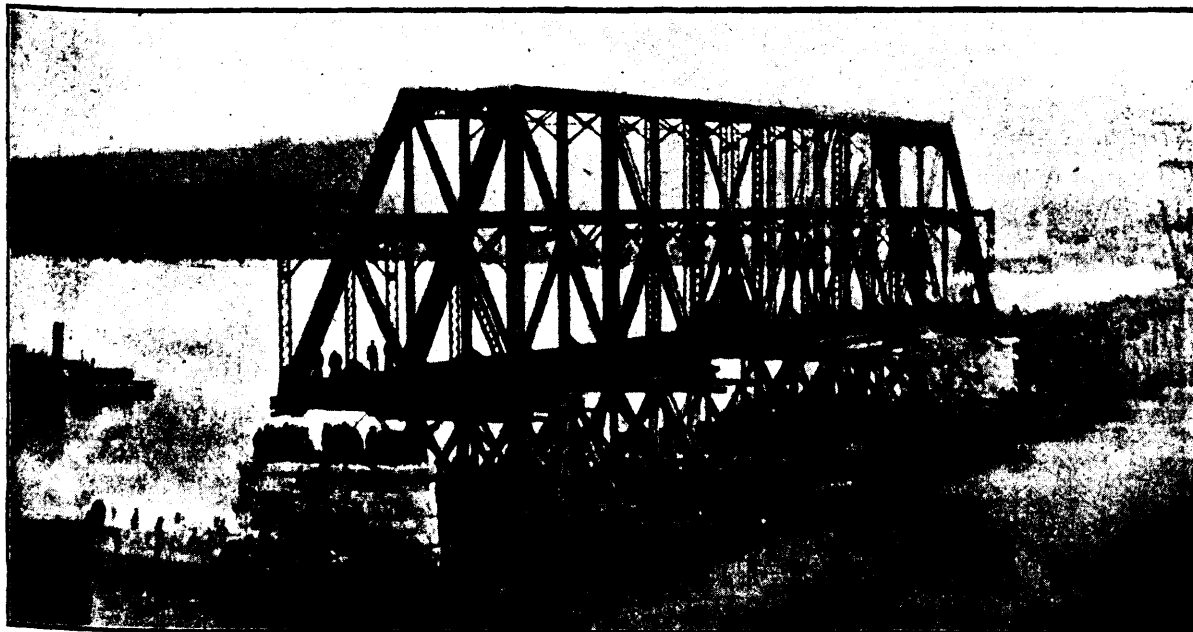
**Hamilton, Grimsby and Beamsville Ry. (Electric).**—Application will be made at the current session of the Ontario Legislature for an act confirming a by-law of Hamilton city council with reference to the Company, and giving the Company power to construct branch lines and to acquire land for parks.

The Saltfleet council has decided not to grant the permission asked for the construction of a line to Van Wagner's beach near Stony Creek, and the project has been abandoned for the present. (Jan., pg. 3.)

The extension to Vineland, 4 miles in length, under construction during 1903, has been placed in operation. (Sept., 1903, pg. 305.)

Representatives of the Company recently had an interview with the St. Catharines city council in connection with the projected extension of the line from Vineland into St. Catharines. The proposition as made to the council through the Mayor was to the effect that the Company would require a perpetual franchise in the city, as the  $7\frac{1}{2}$  miles of line to be constructed would cost three times as much as an ordinary line; also a free right of way crossing at Ann st. to connect with the Niagara, St. Catharines and Toronto Ry. for the purpose of exchange of traffic; also to have permission to connect with any electric railway to be constructed from St. Catharines to Queenston; to construct a spur line or switch way to connect with the G.T.R., and to carry passengers, fruit and express matter as on other portions of the line. A high level bridge to be erected to be used for electric cars and the company to pay one-fourth of the cost of the same, but the bridge to be the property of the city. The city to rent to the Company 300 electric horse-power at the same rate as the Hamilton Cataract Power, Light and Traction Co. is doing; and to pay a proportionate share of the right of way to be acquired south of the canal. Before entering into a contract with the city the Company will have to secure satisfactory by-laws in Louth and Grantham townships, and right of way over the steel bridges at Jordan and 15 Mile and 16 Mile Creeks. The council referred the matter to a committee for consideration and report.

**Hamilton, London and Lake Erie Ry. (Electric).**—Application will be made at the current session of the Ontario Legislature for



FRASER RIVER BRIDGE, NEW WESTMINSTER, B.C.

When the scows with the 380-ft. span had been towed into position between piers 3 and 4, they were securely anchored, and as the tide fell the span, which weighed over 800 tons, was lowered into position.

an act incorporating a company with this title to construct a railway from Aylmer, via St. Thomas, London, Ingersoll, Woodstock, Brantford and Paris to Hamilton, Ont., with power to construct branch lines from St. Thomas to Port Stanley, and from London to Strathroy. The applicants are S. Watson, H. C. Osborne, G. L. Francis, Toronto; L. Harris, C. Cook, Brantford, Ont., and A. C. Frost, Chicago, Ill.

**Hamilton Radial Ry. (Electric).**—Application will be made at the current session of the Ontario Legislature for an act amending the existing provisions relating to the crossing of highways and railways; authorizing the extension of its line from Mimico to Toronto, and extending the time for the completion of the line.

At a recent meeting of the Oakville, Ont., town council a franchise was granted permitting the laying of tracks on certain streets, the work to be commenced in July next and completed by July, 1905. (Jan., pg. 3.)

**Herbertville, St. Bruno and Alma Ry.**—Application will be made next session of the Quebec Legislature for an act incorporating a company to construct a railway from Herbertville, via St. Joseph d'Alma, Perebonka Falls and Mistassini, to a junction with the James Bay Ry. near Roberval, Que., thus forming a belt line round Lake St. John, with power to construct a branch line from near Herbertville to deep water on the Saguenay river at Ha! Ha! Bay.

**Hopewell Cape to Hillsboro.**—Arrangements are in progress to have a survey made for a line from Hopewell Cape to the Salisbury and Harvey Ry., near Hillsboro, N.S. Sheriff Lynds is a member of the committee appointed by the residents of the district to have the survey made.

**Hudson Bay and Northwest Ry.**—Application will be made at the next session of the Dominion Parliament for an act extending the time for the commencement and completion of this projected railway, and for a number of amendments.

**Huntsville and Lake of Bays Ry.**—The Company has renewed its application to the Ontario Government for a subsidy towards the construction of the mile of railway which it has nearly completed between the Lake of

Bays and Peninsula lake, near Huntsville, Ont. (Jan., pg. 3.)

**International Ry. Co. of Manitoba.**—C. D. Warren, R. C. Crean, Toronto; J. Arbuthnot, F. B. Warren and T. M. Daly, K.C., Winnipeg, applied at the recent session of the Manitoba Legislature for an act incorporating a company with this title to construct the following railways: (1) from the International boundary line tp. 1, range 3 west, northeasterly to Winnipeg; (2) from Winnipeg northeasterly to near Tyndall on the C.P.R., thence northerly to near the mouth of Winnipeg river; (3) from the International boundary line, tp. 1, range 3, to Morden, thence to Carberry, thence to Falkland, and thence between the Canadian Northern Ry. and the Riding and Duck mountains to the northern boundary of the province; (4) from the International boundary line tp. 1, range 8 west, northwesterly to Brandon, crossing the C.N.R. at Baldur; (5) from the International boundary line tp. 1, range 17 west, northwesterly to Elgin, Souris, Virden and to a point on the western boundary line of the province in tp. 17; (6) from the International boundary line tp. 1, range 24 west, northwesterly crossing the Souris branch of the C.P.R. between Melita and Napinka, and the Pipestone branch of the C.P.R., near Reston, to tp. 9, range 27 west, joining line no. 7; (7) from the western boundary of the province in tp. 9, easterly, crossing the Souris branch of the C.P.R. to a junction with line no. 4 at Martinville, thence easterly via Rosendale to Winnipeg; (8) from a point on the western provincial boundary in tp. 6 easterly to Hartney, thence northeasterly to a junction with line no. 1, near La Salle; (9) from the western provincial boundary in tp. 17, southeasterly to Rapid City, thence to a junction with line no. 3, thence easterly to Portage la Prairie; (10) from Portage la Prairie southeasterly to Carman, thence to a junction with lines no. 1 and no. 5. Power to issue bonds to the extent of \$16,000 a mile was asked, and capital stock to the extent of \$500,000 was to be issued. The act did not pass.

**International Ry. Co. of New Brunswick.**—Up to the end of 1903 about six miles of grading was done, which opens the line, ready for track laying to within three miles of the Upsalquitch river. Of this six miles, five was