

ors including J. and G. Clarke, of New York; J. and W. Clarke, of Toronto; and Thomas Meaney, of Quebec, who also control the North Shore Power Ry. and Navigation Co., which has constructed nine miles of railway at Seven Islands Bay, and is building a pulp mill at the falls of the Ste. Marguerite river. (July, 1903, pg. 240.)

Quebec Southern Railway.—At the last session of the Dominion Parliament a subsidy of \$50,000 was voted towards the construction of a railway bridge on the St. Francis river, in lieu of the grant voted in 1900, and a further sum of \$35,000 towards strengthening the foundations of the bridge. These subsidies are to be granted at the discretion of the Government. The bridge referred to is on the old South Shore Ry., now the South Shore division of the Q.S. Ry. (Nov., 1902, pg. 385.)

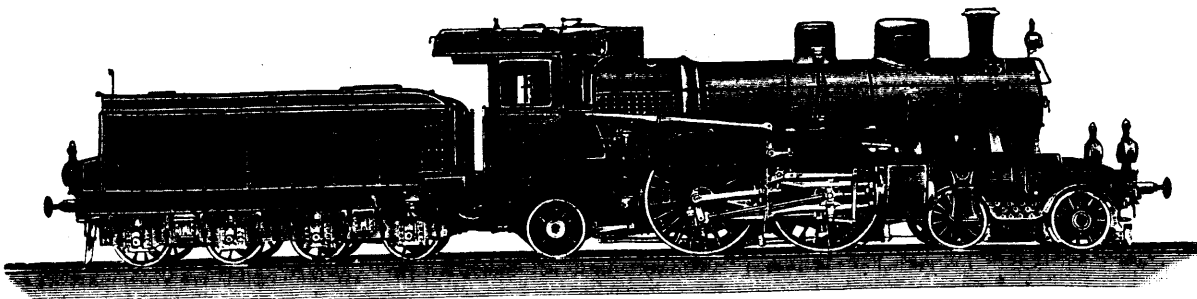
The Reid Newfoundland Co. had during the season a large number of men employed on the railway ballasting, repairing bridges and doing other work on the roadbed. Among the new buildings added has been a station at the Quarry. (Oct., 1903, pg. 345.)

St. Eustache to St. Placide, Etc.—Subsidies were voted at the recent session of the Dominion Parliament at the rate of \$3,200 a mile, towards the construction of the following lines: St. Eustache, the present terminal of the C.P.R. branch, 28 miles from Montreal, to St. Placide, 18 miles; from Eustache to Sault au Recollet, not exceeding 10 miles; and from St. Placide to St. Andrews, not exceeding eight miles.

St. Guillaume to Yamaska.—The Dominion Parliament at the recent session voted \$3,200 a mile as a subsidy towards the construction of 12 miles of line from St. Guil-

laume on the Montreal and Atlantic Ry. to Yamaska, to join the South Shore division of the Quebec Southern Ry.

The St. John, N.B., Ry., during 1903, built a second track from Main st., North-End, along Douglas ave., to the east end of the suspension bridge, about 1 1/4 miles; it has also built from the west end of the suspension bridge, in Lancaster parish, along the suspension bridge road, to Lancaster Heights road, then along that road to Tilton's corner, and down Prince st. to the city line at St. John West, about one mile. The Company wishes to extend the line to Rodney wharf, a distance of a mile, and along the wharf 900 ft. to the ferry landing, but no agreement has been reached with the city. It is also building from the extension from suspension bridge, at Lancaster road, to Fairville, half a mile. At its power house the following additional

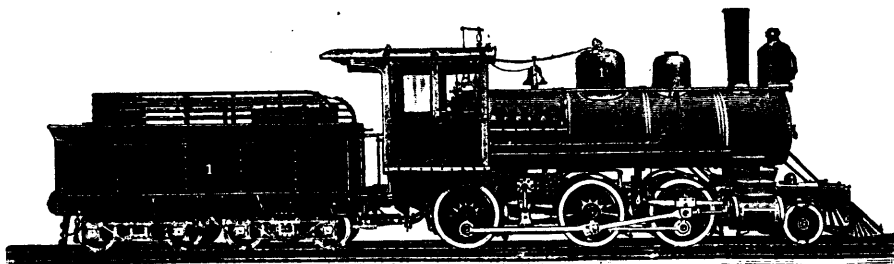


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