

Man., southerly by way of Elm Creek, to the International boundary at Emerson. No branch lines are projected for the present. S. Jones is in charge of the surveys, and an office has been opened in Portage la Prairie, P. E. Thain being in charge. A contract is reported to have been let, and it is said construction will be gone on with at once.

See also Brandon, Saskatchewan and Hudson's Bay Ry.

Midway and Vernon Ry.—Construction work is being proceeded with from Midway, B.C., westerly by three sets of contractors, representing the M. and V. Ry., the C.P.R., and the Victoria, Vancouver and Eastern Ry. The M. and V. Ry. Co. was incorporated by an act of the British Columbia Legislature in 1901, the provisional directors being: J. H. Senkler, E. Bloomfield, and A. P. Judge, of Vancouver, B.C. The line authorized to be constructed was to extend from Midway to the mouth of Rock Creek, thence northeasterly to the west fork of the Kettle River, along this fork by the most convenient route via Okanagan Mission valley to Vernon, with power to construct branch lines. In 1903 an act was passed by the Dominion Parliament recognizing the B.C. charter and declaring the line authorized to be constructed to be for the general advantage of Canada. A subsidy was voted under the usual conditions by the Dominion Parliament in 1903 for the construction of a line from Midway to Vernon. Plans for the location of the line from Midway to Rock Creek, 11.88 miles, and from Rock Creek to West Bridge, 10.8 miles, have been approved by the Board of Railway Commissioners. A. R. Pope of Greenwood, B.C., is General Manager, and — Lackie is Chief Engineer. At the end of Oct., a party consisting of A. A. Arthur, New York; F. O. Harvey, an English mining engineer, and C. B. Schmidt, an agricultural and irrigation expert from Pueblo, Colo., went over the route between Midway and Vernon, about 150 miles. (Jan., pg. 13). See also C.P.R. Betterments, etc., and Vancouver, Victoria and Eastern Ry.

Nepigon Ry.—The charter and rights of the Nepigon Ry. Co. has been acquired by Mackenzie, Mann & Co., who will utilize it in connection with the working out of their plans for connecting the James Bay Ry. with the Canadian Northern Ry. system at or near Port Arthur, Ont. The N. Ry. was projected from the shore of Lake Superior near Nepigon station on the C.P.R., to the south shore of Lake Nepigon, 40 miles, with the right to run a ferry on the lake, to connect with a line to be constructed northerly and westerly to the Albany River. Provincial and Dominion subsidies are available for certain portions of the mileage; surveys have been completed for the first 40 miles of the line, and a good deal of other preliminary work had been done by the promoters, J. Conmee, M.P., being one of the principal men interested. It is stated that the surveys made by Mackenzie, Mann & Co., paralleled the N. Ry. surveys for 28 miles, and that it was arranged to purchase the charter of the N. Ry., rather than to have two lines. (Sept., 1904, pg. 315).

New Brunswick Coal and Ry. Co.—The Provincial Engineer, A. R. Wetmore, recently made an inspection trip over the line, and examined the work in progress under the contract of Brown Bros. The contractors have a steam shovel, two working trains, and over 100 men engaged in clearing up the track, strengthening and reconstructing the bridges. (Oct., pg. 459).

Nicola, Kamloops and Similkameen Coal and Ry. Co.—Four miles of grading from Spences Bridge towards Nicola Lake was reported completed Nov. 2, and grading is being pushed forward. Tracklaying was expected to be started by the end of Nov., and a Vancouver press report states that it is hoped

to run the first trains by the end of the year. A meeting of shareholders was held in Montreal Nov. 15, when the lease of the line to the C.P.R. was ratified, and authority given to issue bonds to pay for construction, and authorizing the form of mortgage to secure the same. (Oct., pg. 459).

Owen Sound and Meaford Ry.—A meeting of those interested in this projected line was recently held at Owen Sound, Ont., when officers were elected as follows: President, J. McLaughlan; Vice-President, B. Allen; Secretary-Treasurer, A. G. Mackay. The President and Secretary were authorized to negotiate with the Manitoulin and South Shore Ry. interests, with a view of securing the plans and profiles of that company's surveys between Owen Sound and Meaford. (June., pg. 243).

Pere Marquette Rd.—In connection with the reports that the company was about to construct a line extending from Kettle Creek to a junction with the Michigan Central Rd., just east of St. Thomas, Ont., about two miles, we were officially advised Oct. 10, that, owing to difficulties in obtaining the necessary right-of-way and having the city vacate certain streets in the southern portion of St. Thomas, the project has been abandoned. It was also intended to construct a yard on the proposed extension, but this yard is now being laid out just west of Kettle Creek viaduct on the company's main line. The new yard, which will have a capacity of about 1,000 cars, was expected to be completed early in Nov. (Oct., pg. 459).

Prince Edward Island Ry.—The swing-span of the Hillsboro River bridge was placed in position, Oct. 19, and a special train passed over it, carrying a large number of officials and other guests on a through trip from Charlottetown to Murray Harbor, 44 miles, Oct. 26. The bridge was formally opened Nov. 1, and the Murray Harbor branch trains are being run regularly into Charlottetown.

Tracklaying on the branch from Cardigan to Montague, was completed Oct. 30, when only about a mile of ballasting was necessary in order to finish it ready for opening. The station building and turntable were built during Nov.

The plans for the new station at Charlottetown have been received by G. A. Sharp, Superintendent. The new building will be erected on the corner of Weymouth and Water streets, opposite the present station; it will be three stories high, with a frontage of 118 ft. on Weymouth St., and 43 ft. on Water St., with a baggage room 28 by 45 ft., fronting on the latter street. It will be built of local sandstone, on a concrete and stone foundation, with expanded metal and concrete floors supported on steel beams. On the ground floor there will be located the general waiting-room 40 by 40 ft.; ladies' waiting-rooms 24 by 34 ft., and 16 by 24 ft.; smoking-room 16 by 25 ft.; ticket office, trackmaster's, and paymaster's offices, vaults and lavatories. On the second floor there will be provided offices for the superintendent, and auditor, engineers, accountant, cashier and their staffs, and train-dispatchers, and rooms for trainmen, and the official files; vaults are also provided on this floor, and there is a 6 ft. hallway running from end to end of the building. It is not proposed to finish the third floor at present. The floor and wainscoting will be finished in narrow-width hardwood, and the ceilings will be metal. There will be a concrete platform on the Weymouth St. front, and between the building and the tracks there will be a covered platform 12 ft. wide. There will be four tracks approaching the station, where there will be platforms 14 ft. wide, covered by umbrella roofs, supported on steel columns. Tenders will be called for at an early date. (Oct., pg. 459).

Quebec and Lake St. John Ry.—Ten miles of track had been laid on the branch line under construction to La Tuque, on Oct. 31. The grading for an additional eight miles had been completed, and considerable work had been done beyond that point. The first ten miles was expected to be ready for Government inspection Dec. 6; and it is expected to have the branch completed to La Tuque, 40 miles, by Sept., 1906.

Six miles of track have been laid on the Gosford branch from Valcartier, and the ballasting had also been done. Some further grading has been done on the branch. (July, pg. 287).

St. Maurice Valley Ry.—A contract has been let by the St. Maurice Construction Co. to Ross & McRae, who have just completed some second track work on the G.T.R. near London, Ont., for the construction of the 22 miles of line from Three Rivers to Shawenegan Falls and Grand Mere. The contract price is reported to work out at about \$500,000. The line has been located from a connection with the C.P.R. at Three Rivers, to the side of Le Gres River, where a water-power has been purchased by a United States syndicate for development purposes; and follows the east bank of the river to the foot of Shawenegan falls, where it will cross to the west bank over a deep gorge. From this point the line will run to Shawenegan Falls, and thence to Grand Mere, crossing the Great Northern Ry. en route. Ten miles of the grading is ordinary prairie work, and the balance is heavy clay and rock. The principal structures will consist of a 112 ft. steel deck truss at Head Race; a 270 ft. steel arch at the gorge crossing St. Maurice River; and a structure consisting of seven 150 ft. deck spans at the second crossing of the St. Maurice River. The ruling gradients are 1% northbound, compensated; and 0.5% southbound, compensated; while the greatest curvature is 8°. The contract covers all the work connected with putting the line in operation with the exception of the steel structures. (Oct., pg. 464).

St. Rose to Caribou Cove.—The Nova Scotia Collieries Co. is making a survey for the construction of a line of railway from the coal mines it is opening up at St. Rose, to Caribou Cove, or Port Malcolm, on the Strait of Canso. The projected route is from St. Rose to Orangedale, on the I.C.R., thence down the east side of Lake Ainslee to the strait. Alternative lines will be run to Hawkesbury, Hastings and to Caribou Cove, for the last few miles. Messrs. Fell & Thomas, who came out from England, are in charge.

The Salmon River and Northern Ry., is under construction from Fassett, Que., about four miles from Montebello, on the C.P.R. north shore line between Montreal and Ottawa, and runs due north. At present it has under construction 10 miles into the woods to assist in the lumbering operations of the Haskell Lumber Co. This company is doing the construction and hopes to complete the 10 miles this year. Several short lateral spur lines will be built, and the line will ultimately be extended further north. The engineer in charge of construction is Mr. Nicholls.

The company has obtained the approval of the Board of Railway Commissioners to its projected crossing of the C.P.R. near Grenville, Que., with power to use it during daylight, as a temporary crossing during construction of the line. F. W. Hibbard is Secretary, and W. L. Haskell is General Manager. The secretary has an office at 151 St. James St., Montreal. (Oct., pg. 461).

Spokane International Ry.—A recent press report states that over 1,200 men are at work on this line between Spokane, Wash., across Idaho, to Bonner's Ferry, and International boundary, B.C., where connection is to be made with the C.P.R. branch now under construc-