

to construct a railway from North Sydney across the island of Boulardarie to Baddeck thence through the Middle river valley and Margaree to the Inverness and Richmond Ry.

The Central Ontario Ry. is reported to have let a contract for a new station and freight sheds at Picton, to cost about \$10,000. The station will be built of pressed brick with stone trimmings.

Chilcat River to Whitehorse.—It is reported from Seattle that arrangements are being made to construct a railway from the Chilcat river on the international boundary between B.C. and Alaska, to Rainy Hollow, B.C., thence northeasterly to Coal lake and Whitehorse. New York and Seattle people are said to be behind the Co., which is being capitalized at \$1,000,000.

Comox and Cape Scott Ry.—See Canadian Northern Ry.

La Compagnie Electrique de Beauce.—Application is being made at the current session of the Quebec Legislature for an Act incorporating a company under this title with

two iron bridges are being put in to replace other structures.

A press report states that the Co. intends constructing a line from Springhill to Advocate harbor, about 70 miles. (Feb. pg. 56.)

Detroit River Bridge.—General Manager Hays, of the G.T.R., recently stated that if the companies interested in the construction of a railway bridge over the Detroit river at Detroit, would agree upon a location the bridge would soon be built. Both the Michigan Central Rd. and the G.T.R. are interested in bridge projects and each advocates a particular site. Negotiations are in progress for a compromise and if an arrangement can be made a union station will be built at Detroit for all lines. Such a building will mean the abandonment of the G.T.R. tracks on Dequindre st., and the Brush st. station, with the possible abandonment of the Michigan Central station on Third st. See also Canada and Michigan Bridge Co., and River St. Clair Ry. Bridge and Tunnel Co.

Duluth, Virginia and Rainy River Ry.—The surveys for the extension from Rice

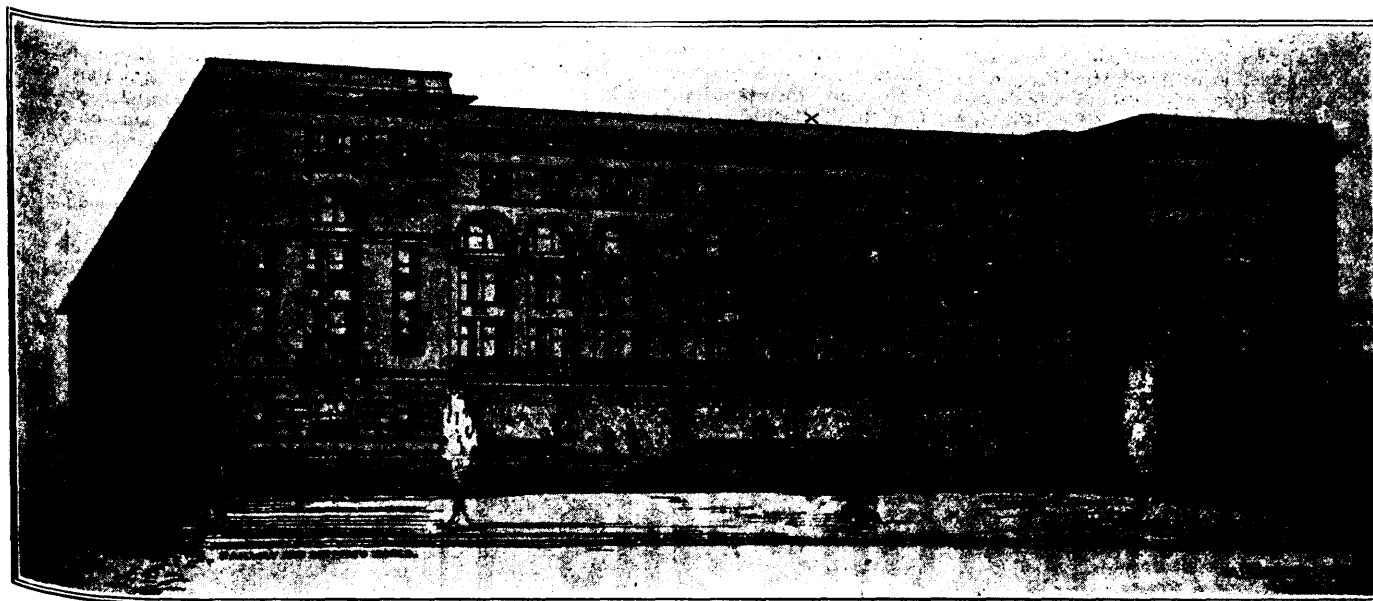
hand, and track laying is expected to be completed to Edmonton at an early date. (Feb., pg. 56.)

Esquimalt and Nanaimo Ry.—See Canadian Northern Ry.

The Essex and Kent Radial Ry. Co.'s application for an extension of time to construct its lines has been granted by the Ontario Legislature. (Feb., pg. 56.)

The Fort Erie Ferry Ry. Co. recently made application to the Ontario Legislature for very considerable powers, and has been granted an act extending the time for the completion of its proposed extensions from Fort Erie to Port Colborne and to Crystal Beach until 1905. The power asked for to construct a line from Fort Erie to the Jockey Club property was refused.

Fraser River Bridge.—The contracts for the erection of the bridge over the Fraser River at New Westminster, B.C., have not been awarded as this is written. It is stated that the lowest tenderer for the superstructure is the Dominion Bridge Co. for \$411,000, and for the substructure Bain & Co. of New



THE CANADIAN PACIFIC RAILWAY COMPANY'S HOTEL VANCOUVER, VANCOUVER, B.C.

This illustration shows the hotel as it will appear when completed. The portion from the X at the top of the illustration to the right hand side of the illustration is now being built. From the X to the left hand side of the illustration the site is occupied by the present hotel, which, except the last built wing, containing the dining-room and bedrooms, will be taken down and re-built.

power, among other things, to construct a tramway.

Crow's Nest Southern Ry.—It is reported that the grading is being pushed ahead rapidly and that track will be laid and the line in operation to Elko, B.C., early in the summer. (Feb., pg. 55. See also Great Northern Ry. (U.S.))

Cuba Co.—Sir Wm. Van Horne, who has returned to Montreal after being in Cuba for some time inspecting the work done on the Co.'s railway, has expressed himself as greatly pleased with the results obtained during the last six months and says that an immense amount of railroad construction has been accomplished. He expects to run trains between Havana and Santiago de Cuba within a year.

The Cumberland Railway & Coal Co. proposes to improve its coal shipping facilities at Parrsboro, N.S. The new arrangements include the construction of three miles of line from Parrsboro to East Bay, where a large shipping pier will be erected. In order to provide for the heavier rolling stock ordered, the line is being relaid with heavier rails, and

Lake to Koochiching, Minn., opposite Fort Frances, Ont., have been completed, and it is reported that the 40 miles of line will be built by July 1. (Feb., pg. 56.)

Durham Switch Line Ry. Co.—W. F. Cowhan, of Jackson, Mich.; P. W. Stanhope, F. B. Cumberland, W. Pinkerton, of Toronto; A. F. McLaren, M.P., Stratford, Ont., and W. McKechnie, Durham, Ont., were incorporated at the recent session of the Ontario Legislature under this title to construct a railway in connection with the National Portland Cement Co.'s undertaking. The Co. may enter into an agreement with the G.T.R. or other Company for the leasing or working of its line. (Jan., pg. 2.)

The Edmonton and Slave Lake Ry. Co., incorporated by the Dominion Parliament in 1899, is making application at the current session for an act reviving its charter and granting an extension of two years within which work may be commenced, and of five years within which the line is to be completed. (Nov., 1901, pg. 334 and Dec., 1901, pg. 354.)

Edmonton, Yukon and Pacific Ry. Ties have been distributed and the rails are on

Westminster, and Armstrong, Morrison & Balfour, Vancouver, are close together at about \$250,000. (Feb., pg. 51.)

Great Lakes Ry. Co.—See Ontario Ship Ry. Co.

Great Northern Ry. of Canada.—Some differences arose with the firm to whom the contract for the construction of the cut-off from Garneau Jct. to St. Catharines was let, and arrangements with another firm are in progress. Work will be started at the earliest possible moment. When the cut-off is completed a saving of 171 miles will be effected on the main line. The present line will not be abandoned but will be used as a feeder, as it taps a country full of pulpwood. (Feb., pg. 56.)

Two branch lines have been surveyed and construction will probably be proceeded with on them in the spring if the usual subsidies are voted by the Dominion and Provincial governments. One branch will be from Ste. Julienne to Rawdon, about 8 miles. Rawdon is at present without railway accommodation, although as far back as 1856 a charter was obtained for the incorporation of the Rawdon