

with the Dominion Atlantic Ry. and the Central Ry. at the former place, and will make available a deep water harbor at Victoria beach. The Co. proposes to build a pier 400 ft. long, which will give, at low water, a depth of 30 ft., with a perfectly safe harbor at any time or tide and free from ice or currents. The principal places to be served on the route will be Middleton, Clarence, Bridgetown, Belle Isle, Granville Ferry, and Victoria Beach. It is proposed to run fast steamers from Victoria Beach to Eastport, Me., where connection will be made with the Washington County Ry., and a steamer to St. John, N.B. The line will pass through an agricultural country, and though it is somewhat undulating, easy gradients will be obtained. There will be no bridges of any size, there will be a number of culverts, but no rock cuttings, all being straight earthwork. The surveys are all completed, and the location plans nearly so; a formal commencement of the work has been made, but actual construction is expected to begin in the spring. The contractor is M. J. O'Brien, Renfrew, Ont. We are officially informed that it is expected to have 30 miles of the line completed and track laid by the end of the year. (Jan., pg. 4.)

**The Midland Ry.**, which has recently been completed, extends from Windsor, on the I.C. R., to Truro, N.S.,  $5\frac{1}{2}$  miles, and shortens the distance between these two points by about 23 miles. The principal places served by the line are St. Croix, Brooklyn, Scotch Village, Mosherville, Stanley, Clarksville, South Maitland and Truro. In addition to the big bridge over the Shubenacadie river, other bridges of considerable importance had to be constructed as follows: a three-span, one draw, over the St. Croix river; a two-span steel bridge over the Kennetcook river; and three others of lesser importance between Five Mile river and South Maitland. The line is laid with 60-lb. rails, and the roadbed is said to be an excellent one.

Surveys are being made for projected extensions of the line to Brule in North Colchester, and southerly to Penhook lakes. (Nov., 1901, pg. 337.)

**The Montford and Gatineau Colonization Ry.** has under survey an extension from Arundel, Que., for 30 miles.

**Montreal-Longueuil Bridge.**—Green-shields, Greenshields & Heneker give notice that application will be made at the ensuing session of the Dominion Parliament for an Act incorporating the Montreal Union Bridge Co. to build a railway, tramway, vehicle and passenger bridge between Montreal and Longueuil, and to connect with various railways. Four applications for power to build a bridge over the St. Lawrence between Montreal and Longueuil will, therefore, come before Parliament this year. It is reported that the C.P.R. and the G.T.R. will oppose all of them. (Jan., pg. 4.)

**The Montreal St. Ry. Co.** has secured a renewal of its franchise for a period of 50 years from the Westmount, Que., town council, and will construct a line from Cote des Neiges, to the westerly limits of the town. (Oct., 1901, pg. 307.)

**The Montreal Terminal Ry. Co.** has secured a five years' franchise from the city council, for a line from its present terminus at the city boundary to Craig st., at Hotel de Ville ave., Montreal. It is understood that construction will be commenced at an early date. (Oct., 1901, pg. 307.)

**Morrisburg Electric Ry.**—Isabella F. W. K., and J. A. Farlinger, E. McLaughlin, of Morrisburg; and J. J. Lane, of Williamsburgh township, are applying for an act at the current session of the Ontario Legislature to incorporate a company under this title to construct an electric railway from Morrisburg to Winchester, with a branch line to Chester-

ville and Morewood; and with power to operate hotels, steamers, sanitariums, electric light and power plants, telegraph and telephone lines. The capital of the Co. is proposed to be \$300,000.

**The Mount Sicker Ry.** is in operation from the Lenora Mount Sicker Copper Co.'s mines to the Esquimalt and Nanaimo Ry. over which the ore has been shipped en route to the Tacoma smelter. The Co. has graded a right of way from the E. and N. Ry. to Osborne bay. In order to connect the two sections it was necessary to build a bridge across the E. and N.R., and for this purpose false work was erected. Immediately on this being done Supt. Hunter of the E. and N. Ry. proceeded to the crossing with a gang of men and removed it. In explanation he says that the proprietors of the M.S. Ry. asked permission to cross the tracks of the E. and N.R., which was refused, as the former Co. had not complied with the law, and the false work erected was removed from the private property of the E. and N. Ry., in the same way as a private person would deal with a trespass on his property. It is stated, on the other hand, that the Manager of the Lenora mines obtained the right of way from the Land Commissioner of the E. and N. Ry. H. Croft, Manager of the mining company owning the M. S. Ry., is a brother-in-law of Hon. J. Dunsmuir, President of the E. and N. Ry. (Jan., pg. 4.)

**New Brunswick and Prince Edward Island Ry.**—A building to accommodate freight and passengers has been erected at Bayfield, N.B., in connection with the winter steamer traffic to Summerside, P.E.I. The freight shed is 100 ft. long, and a comfortable waiting-room and offices have been provided.

**The New Brunswick Coal and Ry. Co.** recently asked tenders for the construction of the remaining 30 miles of its line from Newcastle to Gibson. Work is reported to be progressing satisfactorily on the 15 miles from Chipman to Newcastle. The heaviest portion of the work is a big rock cut near Newcastle. The Co. has decided to erect a steam excavation and cableway at its collieries, for taking out and conveying the coal to the cars on the railway. (Jan., pg. 4.)

**Newfoundland Ry.**—It is reported that considerable improvements will have to be made on the line at an early date, and that something like \$1,000,000 will have to be spent on it; also that there is a difference of opinion between the Government and the Reid Newfoundland Co. as to which of them will have to do the work. The matter, press reports say, will come before the Legislature when it meets, when both sides will fight strongly against becoming responsible for the expenditure.

Several miles of snow fencing have been erected alongside the track on the Topsails under the direction of Trackmaster Steel. The track between Bishop's Falls to Deer Lake is reported to be in excellent condition. (Dec., 1901, pg. 357.)

**New Ontario Central Ry. Co.**—H. O'Leary, Toronto, is making application at the current session of the Ontario Legislature for an act incorporating a company under the above title to construct a line from the C.P.R. main line between Dryden and Eagle river to Lac Seul.

**New York and Ottawa Ry. Bridge.**—The U.S. Congress has passed an act declaring the bridge across the southerly channel of the St. Lawrence river from Hogsburg, N.Y., to be a lawful structure, notwithstanding the fact that it was not completed within the time fixed by the act of 1897. This bridge was erected as part of the undertaking of the New York and Ottawa Ry., and crosses the river between Hogsburg, N.Y., and Cornwall, Ont.

**The Niagara, St. Catharines and Toronto Ry.** will, it is stated, start work this year on the extension of its electric line from St. Catharines towards Hamilton. The Co. proposes to improve its line between St. Catharines and Niagara Falls, by changing the location below Thorold so as to get rid of the large amount of trestle now used there. There is also a good deal of trestle near Merriton, but its abandonment will be a more difficult matter.

**Nipissing and Ottawa Ry.**—Pearson & Denton, solicitors, Toronto, give notice that application will be made at the next session of the Dominion Parliament for an act incorporating a company under this title to construct a line from the south-east bay at the east end of Lake Nipissing, thence north-easterly to Trout lake, and thence to a point on the Ottawa river near the Opemicon river, with power to amalgamate with any other company.

**Northern Pacific Ry.**—Reports are current that the N.P. Ry. will again enter Manitoba, and that a charter for a line from Emerson, on the international boundary, through Rosenfeld to Portage la Prairie, has been bought on its behalf. J. Fisher, who acted as solicitor for the N.P. Ry. in Manitoba, says the purchasers of the charter are southern capitalists, but denies that he has any instructions from the N.P. Ry. in reference to the matter. The charter referred to is that of the Manitoba Central Ry. Co., incorporated last session and referred to on pg. 156 of our issue of May, 1901.

**Northwest Territories.**—Speaking of the opening up of the great Northwest by the Canadian Northern Ry., and its proposed connections, the Toronto Globe says: "We realize but very inadequately the meaning and the extent of the vast foundations that are in that western country now being laid. We will not be many years older before the locomotive will be blowing its whistle on docks at Athabasca Landing, and be answered by steamers which have come literally from the Arctic sea. At the Landing the railway will be in communication by water with thousands of miles of the north. We do not think that we are under any delusion with regard to the region in which those vast lakes and navigable rivers lie. Granted that most of it is outside the productive belt, it nevertheless remains a fact that scattered as industry may be in those regions the very vastness of them, coupled with the accessibility which their waterways impart to them, will in a very few years make a large aggregate of business. No one who reads the evidence gathered by the Senate committee a dozen years ago can doubt that the curtain is just beginning to roll up on a drama of settlement and civilization on a colossal scale."

**The Nova Scotia Eastern Ry. Co. (Ltd.)** will apply to the N.S. Legislature at the next session for an Act confirming the amalgamation of the Musquodoboit Valley Ry. Co. (Ltd.) and the N.S.E. Ry. Co. under this title, and with power to construct a line from Halifax through the Counties of Halifax, Guysboro and Pictou, to the Straits of Canso, and from New Glasgow to Country Harbor, with power to construct a branch into Truro. (Jan., pg. 4.)

**Ontario Electric Co.**—Sir R. J. Cartwright, Ottawa; C. Birmingham, R. J. Carson, J. Carson, Kingston; A. L. Jewell, G. E. Smith, Boston, Mass.; and H. N. Smith, Salem, Mass.; are applying at the current session of the Ontario Legislature for an act incorporating a company under this title to construct an electric railway from Cornwall to Toronto, and also from near Ottawa to near Brockville, with power to build branches or extensions from the main lines not exceeding in each case 30 miles. The Co. asks for power