

N.B., 29 miles, has been practically completed. A train service was put in operation on a portion of the line from Hampton early in Sept., and it was expected that it would be extended over the whole line by Oct. 1. (Aug., pg. 268.)

Intercolonial Ry.—Tenders are being considered for the erection of a combined passenger and freight station, a one-stall engine shed, a shelter and a section tool house on the recently completed branch from Riviere Quelle, Que., to the St. Lawrence river.

Another span of the new bridge over the Miramichi river has been completed, and preparations are going on for putting up the other two spans required to complete the bridge. There are in all 12 spans of 240 ft. each in the bridges which are being replaced with heavier superstructures at this point. These spans are to be removed to Prince Edward Island and re-erected over the Hillsboro river on the Murray Harbor branch of the P.E.I.R., now under construction. The contract for the removal of these spans and their re-erection has been let to H. McDonald, North Sydney, N.S. The contract price is \$85,000.

The new roundhouse at St. John, N.B., is expected to be completed early in Oct.

The work of extending and rebuilding the foundation of the Courtenay bay extension of the I.C.R., at St. John, N.B., is being proceeded with at a satisfactory rate. The extension will consist of 8 ft. to the present work and its rebuilding with a batter of $3\frac{1}{2}$ ins. to the foot instead of being plumb as was before. After the work is brought up to high water mark the contractor will tear down and build in under the track about 9 ft. on the old property. Only 1,400 ft. of the whole length of structure will be improved, and this extent will be in three different places so as to cover the portions most in need of repair. This means about one-third of the whole affair. The logs will project out where necessary for the addition of further improvements. The wharf for a distance of 250 ft. has already been built up to an average height of 8 ft. (Sept., pg. 306.)

James Bay Ry.—W. H. Moore, representing Mackenzie, Mann & Co., had a conference with the board of control of the Toronto city council, Aug. 28, with a view to obtaining the co-operation of the city in securing from the Dominion Government subsidies towards the construction of the line. The company, Mr. Moore explained, proposed to construct 450 miles of line from Toronto to make connection with the Grand Trunk Pacific Ry., so as to be ready to exchange traffic with that line as soon as it was in operation. The

THE GRAND TRUNK RAILWAY COMPANY OF CANADA

NOTICE is hereby given that the ordinary general half-yearly meeting of the Grand Trunk Railway Company of Canada will be held at the City Terminus Hotel, Cannon Street, London, E.C., on Friday, the 9th day of October, 1903, at 12.00 o'clock noon, precisely, for the purpose of receiving a report from the directors, and for the transaction of other business of the Company.

Notice is also given that the transfer books of the company will be closed from Monday, the 14th day of September, to the day of Meeting, both days inclusive.

By order,

C. RIVERS WILSON, President.

H. H. NORMAN, Secretary.

Dashwood House,
9 New Broad Street, London, E.C.,
4th September, 1903,

Canadian Northern Railway

THE NEW CANADIAN HIGHWAY FROM PORT ARTHUR, THE
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MORRIS

GLADSTONE

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EMERSON

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CARMAN

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SWAN RIVER

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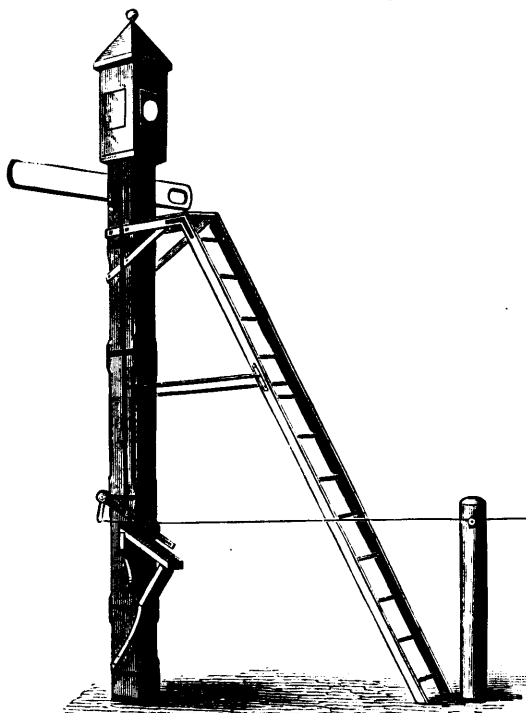
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