

has been completed. The Co. is extending its double track at Hagarville, Ont., westward, and across the G.T.R. track. (Aug., pg. 265.)

Middlesex and Elgin Suburban Ry.—(Electric). Engineers have been examining plans and making surveys with a view of securing a suitable entrance into St. Thomas, Ont. (April, pg. 141.)

Midland Ry. of Nova Scotia.—Nothing has yet been decided regarding the projected extension from Truro to Brule, and from Windsor to Middleton. (June, pg. 194.)

Midway and Vernon Ry.—At the last session of the B.C. Legislature an act was passed authorizing the Government to aid the construction of a railway from Midway to Vernon, not exceeding 152 miles, by a grant of \$5,000 a mile, together with a right of way 200 ft. wide, and whatever Crown lands might be necessary for stations, freight yards, terminals, etc., construction to be commenced within six months after the voting of a Dominion subsidy, and the line is to be completed in three years thereafter.

The Montreal Bridge Co., it is reported, will make application at the next session of the Dominion Parliament for the revival of its charter. The Co. applied at the last session for a renewal of the charter, but did not succeed in getting its act through parliament. (June, pg. 194.)

Montreal Street Ry.—The following new lines have recently been laid: along Commissioner st., over which a belt line service is operated; a spur track to the C.P.R. station at St. Louis du Mile End; and an extension of the Guy st. line westward. (Aug., pg. 265.)

Montreal Subway Co.—During July and Aug. a number of borings were made in the bed of the St. Lawrence between Montreal and Longueuil in connection with the projected tunnel. The result of these investigations shows that no serious physical obstacles have been found in the bed of the river, and that the soil and rock are suitable for tunnel construction. Plans are in preparation and will be deposited with the Government by the end of Oct. (Aug., pg. 265.)

Montreal Terminal Ry.—(Electric). The work of grading for the 10 miles of track in the city, for which a franchise has been ob-

tained, commenced in July, and considerable progress has been made. The track is being laid with cedar ties and 80 lb. T rails. The question of the opening of Forsyth st., and the construction of a subway under the C.P.R. on that street has not been settled. The track has been laid right up to this point and the Co. is asking the city council to open up the street and construct the tunnel. The cost of this work is estimated at \$25,000. The matter will come up before the Railway Committee of the Privy Council. (Aug., pg. 265.)

New Brunswick Coal and Ry. Co.—The line from Chipman to Newcastle, 15 miles, has been completed, and six miles of sidings to the different mines have been laid. The delay in the completion of the line was due to the center pier of the bridge at Chipman having been washed out, and the wet weather. Tracklaying was expected to be completed early in Oct. The location of the extension of the line from Newcastle to Gibson is being proceeded with, and construction will be gone on with at once. (Aug., pg. 266.)

Niagara Falls and River Ry.—It has been decided to fill in the gulch or canyon crossed by this line near the whirlpool. The gulch is about 130 ft. deep, and is at present crossed by an iron trestle. A. W. Campbell, Deputy Commissioner of Public Works for Ontario, has inspected the place to decide as to the size of the culvert necessary to be constructed before the filling in of the portion crossed by the railway is started.

Northern Pacific Rd.—R. MacCallum, C. E. of the Ontario Public Works Department, recently stated that a number of the directors of this line were interested in the development of power on the Rainy River at Koochiching, Minn., opposite Fort Frances, Ont., and that they stated it was intended to extend the N. P. R. to that point.

Nova Scotia Eastern Ry.—We are informed that nothing whatever has been decided as to routes, and that there is no prospect of any construction being undertaken this year. (June, pg. 195.)

Ottawa, Brockville and St. Lawrence Ry.—Two construction syndicates are said to be in negotiation with this Co. with a view to building the line, one composed of English and the other of New York capitalists. The



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