

ture for power to operate its projected line from Winnipeg to Headingly, by steam or electricity, and to enter into an agreement with the Winnipeg city council for an entrance into the city. The bill, however, was withdrawn by the promoters. (Feb., pg. 47.)

Temiskaming and Northern Ontario Ry.—The Ontario Commissioner of Public Works recently drove over 50 miles of the route from North Bay. It was reported to him that 22½ miles of grade had been completed, and grading was in progress to Boyce Lake, 50 miles from North Bay. The gradients, he said in an interview, are easy, the maximum being 1% going north and 1¼% going south; the maximum curve is 6°, but there are not many so sharp as this, most of them being 1° or 2°; there are no reverse curves, and the ends of all curves are eased. The contractor contemplates starting grading at New Liskeard during the summer and working southerly. The Commissioner added that 40 miles of grade would be ready for tracklaying by June, the rails would be laid at the rate of 25 miles a month, and that it was expected to reach Lake Temagami this fall.

The Commissioners have arranged with the

C.P.R. to use that company's terminal facilities at North Bay and have secured running rights over the C.P.R. track from North Bay to Nipissing Jct., which would give the T. & N.O.R. connection with the G.T.R., in case the latter should lose the right to run over the C.P.R. between the points mentioned. (Mar., pg. 97.)

The Valleyfield Electric Ry. Co. has been incorporated at the current session of the Quebec Legislature. (Feb., pg. 45.)

Vancouver North, B.C., Tramline.—Two suggestions for tramlines have been projected, one for a gravity line from the highest limit to the waterfront, about half a mile, and the other for a line, about 8 miles in length, to the summit of Mount Crown. J. Balfour-Ker is interested in the first named project.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—An official of the Great Northern Ry., U.S.A., is reported as saying that the Hope mountains will be crossed by the V., V. and E. Ry. by a gradient of a little more than 2%, and that the line will be constructed so as to go down through Sumas, with a branch line back to Chilliwack. The

gradient, he said, would be a little too steep to enter Chilliwack direct. (Feb., pg. 49.)

Victoria Terminal Ry. and Ferry Co.—Press reports state that it was expected to have track laid on the line between Port Guichon and Cloverdale, B.C., about 18 miles, by the middle of April. The wharf and slip for the transfer of the cars was being proceeded with and the steamer Victorian has been completed for service as a car ferry between Port Guichon and Sidney. It is also proposed to construct a line from Port Guichon to Liverpool. The Great Northern Ry., U.S.A., now holds the charter of the V.T. Ry. and Ferry Co. (Feb., pg. 49.)

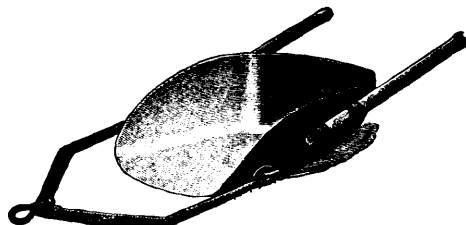
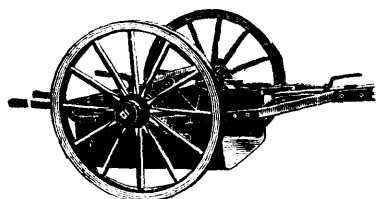
The Western Extension Ry. Co. was incorporated at the last session of the Manitoba Legislature to construct a number of branch lines, and a contract entered into with the Government respecting the construction of several of the lines mentioned was ratified. The incorporators of the Co. are officials of the Canadian Northern Ry. (April, pg. 123; also under Canadian Northern Ry., April, pg. 129.)

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