

templated. We are officially informed that nothing whatever has been done in reference to the matter, and there is no prospect whatever of getting on with the work at present. (June, 1902, pg. 189.)

**The Central Ry. of New Brunswick** resumed a through passenger service on Dec. 20, the line having been put in thorough repair after the fall of the bridge at Washade-moak in July. (Aug., 1902, pg. 263.)

**The Cuba Co.**, having opened its line, is proceeding to ballast and improve it to meet the traffic requirements as they grow. In developing the country opened up by the line Sir Wm. Van Horne is following, in a general way, the policy which he applied to the C.P.R. in colonizing Northwestern Canada. Sugar and fruits are his chief hope, though he expects to develop the capacities of Cuban farming in a dozen different directions. Much of the territory opened up has never been scratched even by the wooden plough. (Jan., pg. 20.)

**Cumberland Ry. and Coal Co.**—The relaying of 20 of the 32 miles of the Co.'s line, with 80-lb. rails, replacing 56-lb rails, has been completed. (Nov., 1902, pg. 381.)

**Chateauguay and Northern Ry.**—A contract has been let to C. E. Loss, of New York, for the grading, bridging, etc., of 38 miles from Montreal to Joliette, Que., on the Great Northern Ry. A sub-contract for the substructure of the bridge at Bout de l'Isle has been let by C. E. Loss to Shearer & Co. The material for the superstructure is being constructed by the Dominion Bridge Co., Montreal. The whole work is required to be completed by Oct. 1. L. R. Ord is Chief Engineer in charge of construction. (Jan., pg. 20.)

**Digby and Sydney Ry.**—A. J. S. Copp, M.P., Digby, N.S., is one of the promoters of this projected line. The object in view, he says, is to bring Sydney as near as possible to New York, and the proposal is to construct a line from Digby to Windsor Jct., and thence to Mulgrave and to run a line of fast steamers, in connection with the train service, from Digby to Eastport, or to Portland, Me. Efforts are being made to secure the necessary steamer facilities at Digby, and plans for the wharf extension necessary are being prepared by C. E. W. Dodwell, Dominion engineer, Halifax. The cost of this work is estimated at \$50,000. (Jan., pg. 21.)

**Drummond Colliery Ry.**—Track was laid to Dec. 31, on 1½ miles of the extension under construction from Granton to Skinner's point, N.S., 2.3 miles. J. W. McDonald, Stellarton, N.S., is the contractor. (Nov., 1902, pg. 381.)

**Elgin and Havelock Ry.**—P. S. Archibald, C.E., has been making an inspection of this line for the new owners with a view of its being put in proper order.

**Edmonton, Yukon and Pacific Ry.**—Three trains each way are being operated between Strathcona and Edmonton, daily except Sunday, the trip being made in 15 minutes. Application will be made at the next session of the Dominion Parliament for an extension of time for the construction of the authorized lines. (Jan., pg. 21.) See also Canadian Northern Ry.

**The Frank and Grassy Mountain Ry.** has been constructed under the act passed by the Dominion Parliament in session of 1902, incorporating the United Gold Fields Co. (Ltd.), a British company, to construct a railway from Frank to Grassy Mountain, Alta., with branches to connect with any navigable water not more than 8 miles distant from the line. The line is in operation from Frank, on the Crow's Nest Pass line of the C.P.R., 197 miles west of Dunmore Jct., and 2 miles east of Blairmore, northerly to the foot of Grassy Mountain, about 6 miles. The line is carried

along the banks of the creek, and touches the Gold creek collieries, and is being utilized to ship the product of the mine. The railway is a mountain line in every particular, and in its construction presented a considerable number of engineering difficulties. The Co. supplied the rails, spikes, etc., which were imported from France. H. Darras, of Frank, Alta., was the general contractor, and sub-contracts were let to Messrs. Poupore, McVeigh and Tierney, of Nelson, B.C. J. E. Woods, C.E., Frank, Alta., had general charge of construction. (Nov., 1902, pg. 387.)

**Fraser River Bridge.**—We were advised, Jan. 8, that pile piers 6 to 11 inclusive had been completed up above high water mark. The caissons for pier 5, which is the pivot pier for the drawspan, has been placed in position and sunk several feet. The abutments and pedestals for the north approach on the New Westminster side of the river are about all in place. Good progress is being made by the Dominion Bridge Co., of Montreal, in the manufacture of the superstructure. The greater portion of the metal required for the entire superstructure has been delivered at the shops. Waddell and Hedrick, the engineers, expect that the structure will be completed within the original contract time. (Jan., pg. 21.)

**Gaspe and Western Ry.**—Application will be made next session of the Dominion Parliament for an act incorporating the Gaspe and Western Ry. Co. to construct a railway or tramway from Fraserville, on the I.C.R., to Gaspe Basin, Que., as near as practicable to the coast, with power to connect with other lines, and to take over the Atlantic and Lake Superior Ry. E. Lapointe, Fraserville, Que., is solicitor for applicants. See Atlantic and Lake Superior Ry., Atlantic, Quebec and Western Ry., and Causapscal to Gaspe.

**Grand Valley (Electric).**—The length of track laid on the first section of the line from Brantford to Paris is 6 miles, and the projected extension from Paris to Galt is 20 miles in length. (Jan., pg. 21.)

**The Great Northern Ry. of Canada** has under survey the following branches: from St. Jerome to St. Sauveur, Que., on the Montford and Gatineau Ry., recently acquired by the G.N.Ry., 13 miles; from St. Catherines to Garneau Jct., Que., 58 miles; from Hawkesbury to South Indian, Ont., 38 miles. (Jan., pg. 21.)

**Great Northern Ry., U.S.A.**—J. F. Stevens, Chief Engineer, is reported to have said in a recent interview: "No, I do not know that it is Mr. Hill's intention just at present either to invade the Northwest wheat belt or the Province of British Columbia either."

The Great Falls and Canada Ry., from Great Falls, Mont., to Sweet Grass on the International boundary, was taken over by the G.N.Ry. Jan. 1, the gauge having been standardized, and is being operated as a part of the Kalispell division. (Jan., pg. 21.)

See also Vancouver, Victoria and Eastern Ry. and Navigation Co.

**Greenway to Turtle Mountain.**—Application will be made next session of the Manitoba Legislature for an act incorporating a company to construct a line from Greenway, on the Canadian Northern Ry., south and southwesterly through the municipalities of Argyle, Roblin and Turtle Mountain to tp. 1, range 19, west of the principal meridian. R. B. Graham is acting for the promoters.

**Guelph Ry. (Electric)**—J. S. Clark has asked the Guelph city council to take \$25,000 of preference stock or make a cash bonus of \$15,000 towards the construction of the projected extension to Puslinch lake and Hespeler, Ont.

**Halifax and Southwestern Ry.**—Some excitement has been occasioned at Hubbard's Cove on account of a difference between J. A.

Wheaton, of St. John, N.B., contractor, and his Italian employes. Mr. Wheaton was behind in his payments to the men, but his other accounts were paid up, and the men demanded that they should also be paid. A settlement was reached when the representatives of Mackenzie, Mann & Co. provided the money, \$4,000, to pay the men. Mr. Wheaton claims that the work he has done is being unfairly classified by the Co.'s Chief Engineer of Construction, T. H. White, and not in accordance with the verbal understanding with T. H. Holt, the former Manager of Construction, and H. K. Wicksteed, C.E., under whom he was set to work at Hubbard's Cove, the plans for the section he had contracted for not having been approved of. He says Mr. White was unaware of the understanding and acted on the letter of the agreement. (Jan., pg. 21.)

**Huron and Ontario Ry.**—Application will be made at the ensuing session of the Dominion Parliament for an act extending the time for the commencement and completion of the line authorized, and if necessary, to revive the act of incorporation. M. McNamara, Walkerton, Ont., is President, and A. McK. Cameron, Meaford, Ont., is Secretary of the Co., which was incorporated in 1892 to construct a railway from Port Perry to Kincardine, Ont., via Uxbridge, Mount Albert, Newmarket, Bradford, Beeton, Shelburne, Flesherton, Priceville, Durham and Walkerton; from Priceville, through Meaford, Owen Sound, Southampton, Port Elgin and Tiverton to Kincardine, and from Walkerton to Goderich.

**Huron, Grey and Bruce Electric Ry.**—The surveys for this line were made by N. H. Green, of Montreal, who reports that the engineering difficulties are comparatively insignificant, the route being fairly level; some hills in the northern part of the district to be served will require to be cut down and improved, but all is provided for in the estimated cost. The highway bridges are generally strong, but, in some cases, will require strengthening, and in some cases, where old, new ones will be required within a short time. The estimated cost of the line is \$11,000 a mile. It is proposed to develop power on the Maitland and Saugeen rivers, with substations for converters at Goderich, Holmesville, Brucefield, Dungannon, Manchester, Walton and Morrisbank. The first section proposed to be constructed is from Goderich to Dungannon, 13 miles, the estimated cost being—construction of track, \$68,000; electrical construction, \$25,200; equipment, \$14,000; power house, \$20,000; contingencies, \$15,800; total, \$143,000. (Jan., pg. 23.)

**The Imperial Coal Co.**, operating coal mines near Coal Branch, N.B., is considering the construction of 8 miles of line from its mine to Coal Branch, on the I.C.R., and a similar length of line from the mine to Kingston, where it is proposed to establish a shipping port. G. G. Polleys, Moncton, is interested in the company, which proposes to apply for a charter authorizing the construction of the lines at the ensuing session of the New Brunswick Legislature.

**Intercolonial Ry.**—The Minister of Railways, speaking recently at Campbellton, N.B., referred to his desire to have the I.C.R. extended to Georgian Bay, to Toronto, to various parts of Ontario, and later, if the ground was not then altogether occupied, across the continent to the Pacific coast. The Montreal Board of Trade has passed a resolution asking for the construction of a short line from near Chaudiere Jct., Que., direct to St. John, N.B., and for an extension west from Montreal to Toronto and a point on Georgian Bay. The Minister of Marine on his return to Montreal, after a conference with the Premier, stated in an interview that one of the subjects which would be consider-