

ject would not make much progress while the railway companies disagreed and that more than one bridge would not be permitted under any circumstances. Now E. W. Meddaugh, counsel for the G.T.R., is credited with saying that the question of site has practically been agreed upon and that the congress now in session will probably be asked to pass a bill which he thinks will not meet with objection from the vessel interests on account of provisions as to height, wide river span, etc.—Marine Review.

Press reports state that a conference took place at Detroit, Dec. 18, between C. M. Hays, 2nd Vice-President and General Manager, G.T.R., and representatives of the Michigan Central, Wabash and Pere Marquette railroads in reference to a location for the projected bridge. (April, 1902, pg. 123.)

Digby and Sydney Ry.—Application will be made next session of the Dominion Parliament for an act incorporating a company to construct a railway from Digby to Windsor Jct., on the I.C.R., thence easterly to Mulgrave, and to Sydney, N.S.

Duluth, Virginia and Rainy Lake Ry.—Track was recently reported to have been laid to Tabor, Minn., 80 miles south of Koochiching, on Rainy river. Grading between track end and Koochiching will be gone on with all winter, and it is expected that the river will be reached by Sept. Nothing is decided as to the suggested connection with the Canadian Northern Ry. at Fort Frances, Ont., opposite Koochiching. (June, 1902, pg. 190.)

Edmonton and Peace River Ry.—Application will be made next session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Edmonton to Athabaska Landing, thence to Lesser Slave lake, and to its western limits, and thence northwesterly to Fort Dunvegan, on Peace river, and along Peace river to the forks of Pine river, B.C.; with power to construct a branch to Grand Prairie, B.C.; and tramways at Vermilion rapids on Peace river, and at the portages on Slave river. The application for the charter is being made on behalf of the Northern Colonization Co., of St. Paul, Minn., which has acquired considerable land in the territory to be opened up. McGivern & Haydon, Ottawa, are the solicitors.

Edmonton Street Ry.—Notice is given that application will be made next session of the Dominion Parliament for an act amending the act of incorporation by enabling amalgamation to be made with any other railway company than the Calgary and Edmonton Ry.; and authorizing the construction of lines to 50 miles beyond the limit of the town, instead of 10.

Edmonton, Yukon and Pacific Ry.—A station and engine house has been erected at Edmonton, and a station at the junction with the Calgary and Edmonton Ry. at Strathcona, Alt. The line between Strathcona and Edmonton has been in operation for some time, and is reported to be a great convenience.

D. D. Mann and J. N. Greenshields, K.C., of Montreal, visited Victoria, B.C., recently, in company with the B.C. Commissioner of Lands and Works, who had been in Ottawa, consulting with the Dominion Government upon railway matters in the province. It is stated that a modification of the conditions under which the contract to construct a line from Bute Inlet via Yellowhead pass, B.C., to Edmonton, was entered into in 1902, and an increased subsidy have been asked for. In the course of an interview on returning to the east, D. D. Mann stated that no contract was made with the B.C. Government; no new arrangements had been made, and he did not expect that anything would be done until the Legislature met again. (Nov., 1902, pg. 381.)

Egerton Tramway Co. (Ltd.)—C. A. Flaherty, of Boston, Mass., has recently been in New Glasgow, Pictou, and other points in Nova Scotia, negotiating for franchises. The Co. proposes to open up a summer resort at Abercrombie, to which electric cars will be run at 5 cent fares from New Glasgow, Pictou, and all other points touched by the line. (Nov., 1902, pg. 381.)

Empire Mining and Tramway Co.—J. P. Sherry, of Memramcook; F. W. Given, W. J. Weldon, of Moncton; A. E. Brown, St. John; D. J. Patrick, Macan, have been incorporated under the New Brunswick Companies' Act with this title, with power among other things to construct steam or electric tramways in connection with its collieries at Macan, N.B.

Esquimalt and Nanaimo Ry.—We were recently advised that no decision had been arrived at respecting the projected spur $3\frac{1}{2}$ miles in length, from Westholme to the Croft-on smelter, and that in any event nothing would be done until next spring. (Nov., 1902, pg. 381.)

Fernie to International Boundary.—Cornwall & Rogers, solicitors, Victoria, give notice that application will be made at the ensuing session of the B.C. Legislature for an act incorporating a company to construct a railway from Fernie, via Elk river to Morrissey creek, thence to Lodgepole creek, and via the Flathead river to the International boundary; also from Fernie northerly to 28 miles north of the mouth of Michel creek, with power to construct branch lines.

Fort Frances, Manitou and Northern Rd. Co.—Notice is given by Kerr, Bull and Rowell, solicitors, Toronto, that application will be made at next session of the Ontario Legislature for an act incorporating a company with this title to construct a railway from Fort Frances, to the C.P.R. transcontinental line at Dinorwic, 193 miles west of Fort William, thence northerly to Lac Seul, with branches from Manitou lake to Dymet station, 182 miles west of Fort William; from near Manitou lake to Dryden station, 211 miles west of Fort William, as well as others not mentioned.

Fraser River Bridge.—Plans and specifications for the construction of this bridge were deposited with the Minister of Public Works at Ottawa, and application was made to the Railway Committee of the Privy Council for authority to construct the same. The application was opposed on behalf of the C.P.R., on the ground that it interfered with its right of way. The committee reserved judgment and will have an examination of the site made by an engineer before coming to a decision. The B.C. Government has made application to the Dominion Government for a subsidy of \$250,000 towards the construction of the bridge. The Provincial Commissioner of Lands and Works, Mr. Wells, stated on his recent return to Victoria, B.C., from Ottawa, that an offer had been made to the B.C. Government by a railway company to construct the bridge. (Nov., 1902, pg. 381.)

Grand Valley Ry. (Electric).—Track has been laid from Brantford to Paris, Ont., about 6 miles, but the line will not be operated until the spring. The Von Echa Co., which is building the line, proposes to construct the section of the line from Paris to Galt, via St. George and the cement works at Blue lake, in the spring, and have it completed by Sept. This section would be eighteen miles long. An entrance into Galt has not yet been arranged for. (Nov., 1902, pg. 381.)

Great Northern Ry. of Canada.—We were recently advised that no decision had been reached respecting the construction of a branch from Lachute to St. Philippe, or the projected branch to the granite quarries in Argenteuil county.

The acquisition of the Montford and Gatineau Ry. rendered it necessary to construct a line connecting it with the G.N. Ry. A line about 10 miles in length has been surveyed from St. Sauveur, 3 miles from the starting point of the line at Montford Jct., on the C.P.R. branch, to Labelle, to a junction with the Co.'s main line about $1\frac{1}{2}$ miles south of St. Jerome. It is intended to extend this line from St. Jerome, about 25 miles, to a junction with the Chateaugay and Northern Ry., for the construction of which a contract is reported let. The line from St. Sauveur to St. Jerome is fairly heavy but does not present very great difficulties. There will be an average grade of 1%, and a maximum curvature of 6°. It is said construction of this line will be gone on with in the spring. (Nov., 1902, pg. 381.)

Great Northern Ry., U.S.A.—The annual report, recently issued, mentions the following among the subsidiary lines built during the past year:—Montana and Great Northern, Jennings to Gateway, Mont. (on the International boundary), 50.98 miles, opened for operation July 10, 1902; Crow's Nest Southern, Gateway to Morrissey Jct., B.C., 44.26 miles, with a spur from Morrissey Jct., to Morrissey, B.C., 4.21 miles, opened for operation on Sept. 15, 1902; Washington and Great Northern, Marcus to Boundary, Wash., 27.66 miles, and from the International boundary to Republic, Wash., 31.92 miles, opened for operation on Aug. 17, 1902; Vancouver, Victoria and Eastern Ry. and Navigation Co., from International boundary line at Rideau, B.C., to the boundary line near Carson, B.C., 14.40 miles, opened for operation on Aug. 17, 1902; a spur from the main line to Grand Forks, B.C., 1.89 miles, is under construction. The work of changing from narrow to standard the gauge of the Great Falls and Canada Ry. (now owned by the Montana and Great Northern Railway Company) from Great Falls to Sweet Grass, Mont., 134.37 miles, has been completed.

A short piece of line has been constructed connecting the lines of the G. N. Ry. at St. Vincent, Minn., with the Canadian Northern Ry. at Emerson, Man., and a traffic agreement has been entered into with the C. N. Ry. It is reported that connection will be made with the C. N. Ry. at other points on the Manitoulin border. (Nov., 1902, pg. 383.)

See also Alberta Ry. and Coal Co.; Canadian Northern Ry.

Halifax and South Western Ry.—With the exception of some minor deviations, notably at Liverpool and between Milton and Shelburne, now under consideration, the route for the H. and S. W. Ry. has been definitely settled. Commencing at a junction with the Intercolonial Ry., about one mile on the Halifax side of Bedford station, the line runs via near English Corner, to the head of St. Margaret's bay, and skirts the bay to Hubbard's cove, proceeding via Chester along the shore of Mahone bay to a junction with the Nova Scotia Central Ry., recently acquired by MacKenzie, Mann & Co. The N.S.C. line will be used to Bridgewater, and from this point the route to be followed will be cross-country to Mill village and to near Milton, then on to Shelburne and Barrington, where connection will be made with the Halifax and Yarmouth Ry. At Milton an alternative route is under consideration by which the line will run into Liverpool and will join the other survey about 14 miles north of Shelburne. L. H. Wheaton was, according to latest reports, engaged in revising location surveys between Mahone bay and Bedford, and A. Mitchell making alternate location surveys between Liverpool and Shelburne. There is a tramway in operation between Liverpool and Milton, and the location of the H. and S.W. Ry. in this section depends largely on whether this line will be acquired or not. The general character of the