

Lockeport, 20 miles. Surveys were to commence within three months from the date of contract, construction was to be proceeded with, concurrently, at one and the same time, on or before May 1, 1900, and the railway was to be completed throughout on or before May 1, 1902. The Co. did not succeed in making satisfactory financial arrangements to warrant it in proceeding with the works, so the prospects for early construction fell through." (Apl., 1900, pg. 115.)

Nova Scotia Steel Co.'s Ry.—The Dominion Parliament voted in 1897 a subsidy for the extension of this Co.'s line from Sunnybrae to Country Harbor and from Country Harbor crossroads to Guysboro, 65 miles. It was found that the distance between the points mentioned was greater than 65 miles, and in 1899 an additional 15 miles was subsidized to make up the deficiency. No construction work was done upon the proposed extension, and last session it was decided to give the subsidy for the construction of a line from New Glasgow to Country Harbor, and for the Country Harbor cross roads to Guysborough section, in all 80 miles. The right of way has already been formally voted, and an effort is being made to obtain a bonus from the Nova Scotia Legislature. (Aug., 1900, pg. 241.)

Prince Edward Island.—A branch line in connection with the P.E.I.R. is now under construction from Charlottetown to Murray Harbor, and will probably extend to Beach Point. This branch will pass through a fine farming district and will be a great benefit to the farmers in the southern portion of the Island. W. Kitchen has the contract for grading the first 15 miles and surveys have been made for the remaining portions. This branch will be connected to the main line by a combination railway and highway bridge

across the Hillsborough river, which is about a mile wide. It will consist of an approach of 1,486 ft. on the north end, 12 spans of 210 ft. each, and an approach of 490 ft. on the south end, making a total of 4,496 ft. from shore to shore; 4 of the piers will have to be built in pneumatic caissons, the deepest will have to be carried 92 ft. below high water to bed rock. The Provincial Government of P.E. Island share in the cost of construction. M. J. Haney, of Toronto, has the contract for the substructure and approaches of the bridge. M. J. Butler is his engineer, and A. A. Stewart, of New York, is consulting engineer. It is expected that the branch line will be over 50 miles in length and with the bridge will be ready for traffic by the autumn of 1902. W. B. MacKenzie, Chief Engineer of the I.C.R., is Chief Engineer of work, and H. J. MacKenzie is the engineer in charge of the branch line. (Aug., 1900, pg. 241.)

The appropriations voted for this railway at the recent session of the Dominion Parliament are given elsewhere.

Queen Charlotte Islands Ry. Co.—M. King and J. Irving, of Victoria, were incorporated at the last session of the B.C. Legislature under this title to construct and operate a standard or narrow gauge railway from Rennell Sound to near Skidegate harbor, on Graham Island, Queen Charlotte Islands group, and from any point on said line to Massett Inlet. The capital stock of the Co. is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$35,000 a mile.

The South Ontario Pacific Ry. Co., which was incorporated by a Dominion Act in 1887 to construct a railway from Woodstock, via Brantford and Hamilton, to the Niagara river within three years and to build a bridge across the Niagara river within five years,

had the time within which its works might be constructed, extended in 1889 and again in 1891 and 1896. The last extension expired this year and by an act passed last session the Dominion Parliament granted an extension of five years for the construction of the railway and of seven years in respect of the bridge.

Temiscamingue.—W. Russell, of Pembroke, is to have charge of the survey party to lay out a route for the proposed Ontario Government railway through the Temiscamingue country. It is estimated that it will take the party 10 months to do the work, and that the report will be submitted at the next session of the Legislature. (Apl., pg. 113.)

Thunder Bay, Lake Nipigon and St. Joe.—R. H. Wickham is engaged in locating a route for the construction of the first section of this line. After fixing the route by which the line will leave Port Arthur, Mr. Wickham will start northward following the valleys of the McVicar and Current rivers towards Wolf River. It is said that the western route will be adopted for leaving the town in order to accommodate the Jennison syndicate plans, but whichever route is decided, transfer facilities will be provided in the town between the T.B.N. and St. J. R., the C.P.R., and the Canadian Northern.

A survey of a proposed route was made in 1899, by Z. Malhoit, C.E., who went north to Lake Nipigon via Current River, Dog Lake, Burk River and Black Sturgeon Lake to Black Sturgeon Bay, and returned by Gull Bay, Pashkakogan River, the height of land, Iron Lake, Dog Lake, Red River road and McIntyre township. He reported the Current River route as being rough but practicable, and passing through a country rich in timber, minerals of all kinds and of great



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