

was not to be expected that it would do so without assistance. (Jan., pg. 19; Nepigon Ry., April, pg. 120; and Thunder Bay, Nepigon and St. Joe Ry., June, 1901, pg. 177.)

New Brunswick Southern Ry.—A number of trestle bridges between Carleton and Musquash, N.B., were burned out by the recent forest fires. These are being rebuilt, and it was expected that the work would be completed by the end of June. (Nov., 1902, pg. 386.)

New Ontario and Hudson Bay Ry.—An application was made by J. R. MacArthur, J. W. Colt, C. E. Hanson, New York; T. L. Beiseker, Fessenden, N.D.; C. H. Davidson, Minneapolis, Minn.; E. F. Getchell, J. F. Langan, Chicago, Ill.; D. MacArthur, Winnipegosis, at the recent session of the Ontario Legislature for an act incorporating a company with this title to construct a railway from North Bay to New Liskeard, thence northerly and westerly to James Bay, near the mouth of the Mattagami river; and a branch from the Mattagami river to the C.P.R. transcontinental line at Missinaibi. Very extensive powers were asked with a view of developing water powers and colonizing the country to be opened up. The Legislature did not view the proposition with favor, and the bill was not passed. (April, pg. 121.)

The Niagara Grand Island Bridge Co. was granted an extension of time for two years within which to commence and five years within which to complete its projected bridge across Niagara river. (Feb., pg. 44.)

Niagara, Queenston and St. Catharines Ry. (Electric).—The applicants at the current session of the Dominion Parliament for the incorporation of a company with this title are: J. N. McKendry, F. Denton, H. L. Dunn, A. D. Crooks, Toronto; E. J. McIntyre, Niagara, Ont.; R. G. Code, and E. F. Burritt, Ottawa. (June, pg. 217.)

Nipissing and James Bay Ry.—At the current session of the Dominion Parliament an act was passed granting an extension of four years within which to commence and complete its line from North Bay, Ont., to Lake Temagami, and five years to commence and complete the extension from Lake Temagami to Moose Factory. (Feb., pg. 45.)

The Nipissing and Pontiac Ry. Co. was incorporated at the current session of the Dominion Parliament to construct a railway from New Liskeard, Ont., to Lake La Pluie, Que., with branches not exceeding 30 miles long. The capital is fixed at \$1,000,000, and bonds to the extent of \$25,000 a mile may be issued. The company is empowered to carry on a navigation business on the lakes and rivers reached by its lines, and telegraph and telephone lines for the public benefit. Agreements may be entered into with the C.P.R., the G.T. Pacific Ry., or the Temiskaming and Northern Ry., for leasing or amalgamating its lines with either of them. (May, pg. 150.)

The North Lanark Ry. was incorporated by the Ontario Legislature in 1899 to construct a railway from the Kingston and Pembroke Ry., near Mile Lake, to the C.P.R. or the Canada Atlantic Ry., near Arnprior, Ont., and to operate the same by steam or electricity. No construction has been done, and at the recent session of the Ontario Legislature an act was passed changing the location of the terminal points of the projected line. The route now authorized is from Blythfield township to Ottawa, and if the line is to be operated by electricity it may be carried along the public highway. The capital is increased from \$250,000 to \$450,000, and the bonding power is increased from \$10,000 to \$20,000 a mile. The company is authorized to enter into agreements for traffic, for leasing its line, or amalgamating with the Kings-

ton and Pembroke Ry., the C.P.R., the Canada Atlantic Ry., or the Ottawa and New York Ry. The line is to be completed within five years. (April, pg. 121.)

North Shore Ry., Power and Navigation Co.—A contract is reported to have been let to Connolly Bros., for the completion of the nine miles of railway from the Bay of Seven Islands to the falls of the Ste. Marguerite river, the construction of wharves, etc. P. Hume is engineer in charge of the work for the contractors, and Ross & Holgate for the company. (Feb., pg. 45.)

Northwest Coal and Coke Ry. Co.—F. J. Stamford, F. and J. H. Seaman, F. C. Elliott, B. B. Mighton, Nelson, B.C.; and C. E. D. Wood, Macleod, Alta., were incorporated at the current session of the Dominion Parliament with this title to construct a railway from Bull Park to the C.P.R. Crow's Nest Pass line near Cowley, Alta. The capital was fixed at \$300,000, and power was given to issue bonds to the extent of \$20,000 a mile. Authority was given to lease or sell the line, when constructed, to the C.P.R. or any other company. (May, pg. 150.)

Nova Scotia Eastern Ry.—Press reports state that survey parties are in the field going over the route of this projected line. (May, pg. 150.)

Nova Scotia Southern Ry.—H. T. Ross, of Bridgewater, N.S., has been appointed a commissioner by the Dominion Government to make enquiry and report to the Government respecting claims due by any person, firm or corporation in connection with the construction or unfinished construction of this railway. A good deal of construction was done on this line between Shelburne and New Germany, including grading, bridge building and track laying, and clearing and grading between Liverpool and Indian Garden during 1900. The line was not finished, and in 1902 passed under the control of MacKenzie, Mann & Co., who have under construction a section from New Germany to Caledonia. The object of the commission is to clear up the affairs of the old company. (Feb., pg. 45.)

Ontario Electric Ry.—At the recent session of the Ontario Legislature an act was passed authorizing the organization of the company, as soon as 10% of the capital has been paid up. The company is authorized to construct a line from Toronto to Cornwall, Ont. (May, pg. 150.)

Orford Mountain Ry.—The final line located for the extension of this line from Kingsbury to opposite Windsor Mills, Que., is $9\frac{1}{4}$ miles long, but an even 10 miles were located carrying the line three-fourths of a mile beyond Windsor Mills. Plans are being prepared, and we were advised on June 13 that a contract had not been let. The gradients are easy, with the exception of $1\frac{1}{2}$ miles, the gradient on which is 69 ft. to the mile, while the maximum curvature is 7° . H. C. Cleveland is Chief Engineer. (June, pg. 217.)

Ottawa, Northern and Western Ry.—By an act passed at the current session of the Dominion Parliament the Ottawa, Northern and Western Ry. has been granted an extension of two years for the commencement, and five years for the completion of the lines authorized to be constructed by the Pontiac and Pacific Jct. Ry. and the Ottawa and Gatineau Colonization Ry., now amalgamated under the above title.

We were advised, June 9, that track on the extension of the old Ottawa and Gatineau Colonization Ry. had been laid from Gracefield for 10 miles, to a point two miles up Blue Sea lake. A steam shovel was at work in the ballast pit 4 miles north of Gracefield. Ballast was being distributed, a few low dumps were being made up, and the lift was just about started. Tracklaying was being

discontinued for a couple of weeks to allow a heavy rock cut to be completed, just ahead of the point reached by the steel. About two-thirds of the grade beyond the rock-cut to Maniwaki had been completed, and work was being rushed on the balance. Stations and tanks are being located and construction on these was expected to be commenced on an early date. The fencing of the line has been commenced from Gracefield. The contract for the greater portion of the grading was sublet by H. J. Beemer, the general contractor, to D. R. McDonald & Co. (June, pg. 217.)

Pacific Northern and Eastern Ry.—At the last session of the B.C. Legislature an act was passed incorporating J. Irving, H. F. Bullen, and F. B. Gregory, Victoria, B.C., as a company with this title to construct a railway from Hazelton to the northern boundary of B.C., near Teslin lake, and from Hazelton to the eastern boundary of the Province via Peace river or Pine river pass. (June, pg. 217.)

The Pacific Northern and Omineca Ry. Co. was granted an extension of time for two years within which to commence its authorized line of railway, at the recent session of the B.C. Legislature. F. S. Barnard, J. Irving and J. A. Mara are directors. (Feb., pg. 45.)

Pere Marquette International Bridge Co.—The Dominion Parliament has passed an act incorporating a number of officials of the Pere Marquette Rd. with this title, for the purpose of building a bridge over the Detroit river at Amherstburg, Ont., to a point in Michigan. The construction of the bridge is not to be commenced until the U.S. authorities have approved of the project; and the bridge has to be commenced within two years, and completed within five years, after such approval. Power is given to connect with lines in Canada, and to amalgamate with other companies for the erection of the bridge. The capital is fixed at \$500,000, and bonds to the extent of \$1,000,000 may be issued. (June, pg. 217.)

Pere Marquette Rd.—In connection with the projected extension of the P.M. Rd. into Chicago, and of its Canadian connection, the Lake Erie and Detroit River Ry., from St. Thomas to the Niagara river, Ont., press reports state that arrangements have been perfected for terminals in Chicago, Ill., and Buffalo, N.Y. A company—the Marquette Construction Co.—has been incorporated in New Jersey to construct the line from New Buffalo to Hammond, Ind., 20 miles, which will give the Chicago connection. Other press reports state that the St. Thomas-Niagara river line will not be constructed for some time at least, but that arrangements will be made for trackage rights either over the Michigan Central Rd. or the G.T.R. See also Huron, Erie and Buffalo Ry., Sarnia, Petrolia and St. Thomas Ry. and Lake Erie and Detroit River Ry.

Prince Edward Island Ferry Co.—H. C. Read, Sackville, N.B.; Hon. P. Poirier, Shediac, N.B.; E. B. Williams, G. E. Hughes, Charlottetown, P.E.I.; B. F. Pearson, Halifax, N.S., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to operate a steam ferry between New Brunswick and Prince Edward Island. In carrying out the ferry project the company may lease and operate lines of railway to connect its ferries with the Intercolonial Ry. at Shediac and Truro, or at either place, and is given power to acquire the line of the New Brunswick and Prince Edward Island Ry., and the charter of the Shediac and Coast Ry. Co., and may enter into agreements with these companies, and with the I.C.R. for leasing or selling its lines or undertaking to them. (April, pg. 121.)