

PLANT OF THE LOCOMOTIVE AND MACHINE CO. OF MONTREAL, LONGUE POINTE, NEAR MONTREAL.

## RAILWAY DEVELOPMENT.

(Continued from page 421.)

tral Ry, will be run over. On the section from Bridgewater to Liverpool, 31 miles, the grading has been completed to Brooklyn, 30 the bridgework over the La Have miles; the bridgework over the La Have miles; the bridgework over the La Have River has been practically completed, and work is in progress on the foundations for the bridge over the Medway River. Fencing is being gone on with, and track had been laid to Liverpool Oct. 31. The foundations for the stations and tanks were being constructed. This will leave about 90 miles of line between Liverpool and Barrington Passage to be completed. Liverpool and Barrington Passage to be completed, but nothing will be done on it this year as the route has not been finally approved of the the Covernment. On the Middle-Proved of by the Government. On the Middleton and Victoria Beach branch the 40 miles of grade was completed Nov. 12. ing is expected to be completed this year. The Railway Commissioners have made an order authorizing a junction of this line with the Dominion Atlantic Ry., and with the old Nova Scotia Central Ry., now H. and S.W. Ry., at Middleton. (Sept., pg. 313.)

Hamilton, Ancaster and Brantford Ry. (Electric).—C. D. Haines, a U. S. contractor, recently interviewed the Wentworth county council with a view to obtaining its support.
He stated that no bonus would be asked, but a right-of-way over portions of the highway would be required, where a private right-of-way could not be purchased. The projected line will cost about \$600.000 and Mr. Haines way could not be purchased. In projected line will cost about \$300,000, and Mr. Haines says he will put up \$100,000, asking local subscriptions for the balance. Ten cars a day each way would be run, and a 25c. rate would be riven. The county council promised to be given. The county council promised to favorably consider the proposal when it was formally laid before it. The Ancaster township council has given a by-law voting the

company a franchise a second reading, and the matter will come up again. The Brant-ford township council arranged to have the matter further considered by it. The charter under which the proposals are being made is that of the Hamilton, Ancaster and Brantford Ry. Co., of which Major J. K. Leslie, of Toronto, is the chief promoter. The company has an Ontario charter, which was renewed in 1902, and at the last session of the Dominion Parliament, on the application for the incorporation of the Brantford and Hamilton Ry. Co., for the purpose of constructing matter further considered by it. ilton Ry. Co., for the purpose of constructing an electric railway between these two cities, Major Leslie stated that he had practically concluded arrangements for the construction of five miles of the line by Oct. 31. Upon this statement a clause was inserted in the B. and H. Ry. Co.'s act, by which it was not to become operative in the event of the five miles of line being constructed under the H. A. and B. Ry. charter. (June, pg. 185.)

Hamilton Street Ry. (Electric).—The doubling of the track to Irondale has been completed, and belt line cars are being run from the city to the International Harvester Co.'s

Huron and Ontario By. (Electric).—The charter for the construction of this projected railway from Port Perry to Kincardine, Ont., has been transferred to a new board and press reports state that a Mr. May has put up securreports state that a Mr. May has put up security to begin construction by July 1, 1905. The new board consists of M. McNamara, D. Robertson, A. B. Kline, of Walkerton, Ont.; A. McCameron, of Meaford, Ont.; R. J. Sproule, of Flesherton, Ont., who were named among the provisional directors in the amending act of incorporation of 1003, together with a numof incorporation of 1903, together with a number of Toronto men. (Aug., pg. 277.)

Intercolonial Ry.—Tenders have been

awarded for the construction of station

buildings at Woodburn, Lorne, Union, Pictou, Antigonish and Windsor, N.S.; Memramcook, N.B.; station building and freight shed at Aulac, N.B.; Assmetquaghan, Villeroy, Drummondville, Montmagny and Riviere Ouelle, Que.; engine house at Truro, N.S., and for the double tracking of the line between Pockingham and Redford N.S. the tween Rockingham and Bedford, N.S.; the construction of a double track diversion at Birch Cove, N.S.; grading and widening the present roadbed for a double track between Stellarton and New Glasgow, N.S., and single track diversions at Mitchell and St. Leonard Junction, Que.

During the year ended June 30, 1904, the I.C.R. laid 145 miles of 80 lb. rails, replacing 67 and 56 lb. rails. Ten miles were laid on of and 50 ib. 1ails. Tell lines were laid of the Drummond County section, five miles between Hadlow and Chaudiere, Que.; 26 miles between Moncton and Newcastle, N.B.; 94 miles between Moncton, N.B., and Truro, N.S., and five miles on the North Sydney The other five miles were laid in branch. short sections at various points. During the current year it is expected to lay about 55 miles of 80 lb. rails between Truro and Halifax, N.S., which will complete the work of relaying the line between these points with heavy rails. When this is completed there will remain about 500 miles of the line between Montreal and Halifax, and 90 miles of heavy rails. the line between Moncton and St. John, N.B., to be laid with heavy rails. The old 67 lb. to be laid with neavy rails. The old of 10, rails from the main line are being put on the Oxford and New Glasgow branch line; between St. Charles Junction and Chaudiere, Que.; on the Pictou Landing and Shediac branches, replacing 56 lb. rails, which will be sold. A large number of new crossings, and sidings are being put in at various points, the cost of which is being met out of the \$118,000 voted by Parliament for that purpose. About