

pleted this fall. The Murray Harbor branch is completed, with the exception of a few stations, which are in progress of erection. A telegraph line is being constructed on this branch, and is expected to be completed by the end of Oct. (Sept., pg. 407.)

Prince Edward Island Tunnel.—The engineering staff of the Department of Public Works is looking into all the data in possession of the Department of Railways with respect to a tunnel under Northumberland Strait, between New Brunswick and P.E.I. (June, pg. 243.)

Quebec Bridge and Ry. Co.—The Commissioners for the Transcontinental Ry., together with the Premier, paid a visit of inspection to the site of the bridge and inspected the work in progress there Sept. 18 and 19. (Aug., pg. 351.)

Quebec Oriental Ry.—The Quebec Legislature at its last session granted an extension of time for the starting of construction of this projected line, for a period of two years, and for five years for its completion. It was also given power to enter into agreements with other companies for running powers, making connections, for acquiring other lines, or amalgamating with other lines.

Saguenay and James Bay Ry.—Power was given the S. and J.B. Ry. Co., which has a Quebec charter, to construct a line to connect James Bay and the navigable waters of the Saguenay River, at the last session of the Quebec Legislature, to sell its line or any portion of it preferentially to the Trans-Canada Ry., or the Quebec and Lake St. John Ry.

Salmon River and Northern Ry.—An act was passed last session of the Quebec Legislature incorporating J. S. Fasset, Elmira, N.Y.; G. W. Thayer, Rochester, N.Y.; C. Adsit, Hornersville, N.Y.; W. L. Haskell, F. W. Hibbard, Westmount, Que.; J. Walker, Montreal, as a company with this title to construct a railway from Grenville to Montebello, thence in a northerly direction along the Salmon River valley to Lake Papineau; thence along the North Nation and Rouge River valleys to a point of junction with the Eastern Division of the Grand Trunk Pacific Ry. Power is given to construct telegraph and telephone lines, to acquire ferries, construct docks, develop electric power, construct workshops, etc., and to enter into agreements for running powers over connecting or joining railways, acquiring branch lines, etc. The capital of the company is fixed at \$300,000, and bonds to the extent of \$25,000 a mile of railway may be issued. The company's offices are to be at Montebello, Que.

Spokane International Ry.—This line is being constructed from Spokane, Wash., to the International boundary at a point where it will connect with a branch line under construction from Yahk on the C.P.R. line. The S.I. Ry. will have a length of 140 miles, the construction work being medium and heavy. There is a great scarcity of labor in Washington, and work on the line is being hindered. It is expected, however, to get it completed in June, 1906. The line will be operated by the S.I.R., of which the principal promoter is D. C. Corbin, Spokane, Wash.

St. Francis Valley Ry.—At the last session of the Quebec Legislature an act was passed incorporating a company with this title—the incorporators being: T. Crockett, S. C. Riou, E. H. Cimon, L. J. Dougal, E. A. Doucet, J. O. Girard, C.E., N. and E. Dube, of Fraserville, Que., and R. Dubord, Quebec. The company is authorized to construct a railway from St. Francis on the Temiscouata Ry., following the St. Francis River valley to Lake Polhenegamook, thence by or near St. Eleuthre parish to a point near the boundary between Quebec and New Brun-

wick. Power is given to construct branch lines, not exceeding 10 miles in length in any one case, to enter into agreements with other companies, to use steam, electricity or any other motive power; to acquire water powers and develop electrical power; to construct telegraph and telephone lines, and to engage in manufacturing enterprises. The construction of the line is to be commenced within four years and completed within seven years.

St. Maurice Valley Ry.—The Dominion Parliament last session passed an act incorporating a company with this title to construct a railway from Three Rivers to Shawenegan Falls and Grand Mere, 28 miles. The company has been organized in Montreal, and it is understood that the line, when completed, will be operated by the C.P.R. A contract has been let to the St. Maurice Construction Co., 222 St. James St., Montreal, to construct the section of this line from Three Rivers to Shawenegan Falls, 22 miles. The officers of the construction company are: President, Hon. R. Mackay; Vice-President, H. S. Holt; Secretary-Treasurer, H. Murray; chief engineer, L. A. Darey. The municipality of Three Rivers has voted a subsidy of \$3,000 a mile to be paid when the line is completed to Shawenegan Falls, and a further sum of \$18,000 when the line is completed to Grand Mere. The work is to be completed by Dec. 1, 1906, or the subsidies will be forfeited. (July, pg. 287.)

Temiskaming and Northern Ontario Ry.—Tracklaying was commenced on the extension from New Liskeard northerly towards Lake Abitibi, early in Sept., at the point to which work was completed in 1904, viz., 26 miles north of New Liskeard. This was at the point of crossing of the first branch of the White River. We were advised Sept. 23 that about nine miles of track had been laid to that date, this season. Construction gangs are completing the grade to 80 miles north of New Liskeard, and the location surveys have been completed on 30 miles further to Abitibi River. There are two survey parties in the field locating a further 50 or 60 miles so as to connect with the Eastern Division Transcontinental Ry. C. B. Smith, Chairman of the Commission for the construction of the line, on his return to Toronto from a trip over the line, said the country the surveyors have been going through involves great difficulties in construction, there being so much rock; this continues to the height of land at Lake Sesanika, after which the land is fine, light clay all down the banks of the White Clay and Black Rivers to the Abitibi. An exploring party is out looking for a suitable harbor on James Bay. The proposal to utilize Moose Factory at the outlet of Abitibi River is not likely to be adopted, the water being too shallow.

In reference to the proposal to operate the first section of the line from North Bay to New Liskeard by electricity, tenders have been invited for the supply of four electric locomotives—two freight and two passenger. They are to be of the single phase alternating type, the passenger locomotives to be capable of drawing a train of 250 tons between the terminal points in 2 hours and 50 minutes, and the freight locomotives to haul a train of 1,200 tons, at a speed of not less at any point than 10 miles an hour.

The stations on the line are to be equipped with the Acton Burrows Co.'s enamelled iron station name signs. (Sept., pg. 407.)

Vancouver, Victoria and Eastern Ry.—The Board of Railway Commissioners' considered the application for the approval of plans for the proposed line through the Similkameen valley, at Ottawa, Sept. 4. The plans were opposed by the Similkameen and Keremeos Ry., which, though not yet fully organized, has made surveys through

the valley. The Commissioners reserved judgment.

The line has already been completed to Midway, and a contract from Midway to Keremeos, B.C., 118 miles, has been let to Sims and Shields. The entire distance covered by this contract is heavy rock work, the section between Midway and Oroville, being particularly heavy. (Aug., pg. 353.)

Vancouver, Westminster and Yukon Ry.—In connection with its lines in and around Vancouver, B.C., the company will construct a bridge about 2,000 ft. long across the second narrows to the north shore of Burrard Inlet. (Mar., pg. 95.)

Wolfe, Lotbiniere and Megantic Ry.—The Quebec Legislature at its last session passed an act repealing section one of the act of incorporation, and naming the following as the incorporators: F. T. Sairre, Plessisville, Que.; C. W. Campbell, S. Jamieson, W. H. Dunning, L. Noel, D. McMillan, F. Wark, J. W. Mooney, J. A. Wallace, F. X. and L. J. Frechette, J. L. Larochelle, Hon. N. C. Cromier. The company was given a term of three years to commence construction and six years to complete the line from July 1, 1905. A clause in the act provides that the Lotbiniere and Megantic Ry. shall not be prevented from enjoying and exercising the rights it would have if this act had not been passed.

York and Carleton Ry.—An extension of 4½ miles is being constructed westerly from Stanley, N.B., to the mouth of Ryan brook. The extension passes through a settled area, and opens up a large area of timber land from which a considerable traffic is expected. The timber lands contain large quantities of birch and maple and other hard woods. The line at present extends from Cross Creek, on the Intercolonial Ry., (the old Canada Eastern Ry.), to Stanley, a distance of 5.75 miles.

Yonge St. Bridge, Toronto.—Nothing has been done during the year in connection with the projected erection of a bridge over the railway tracks at the foot of Yonge St., Toronto, for which the city obtained an order. Recently the city has passed a resolution authorizing an application to carry the street railway tracks on Yonge St. across the C.P.R. tracks in the north part of the city. The City Engineer is opposed to a level crossing at this point, and the application will raise the whole question and lead to a definite settlement of how much, if any, of the cost of subway, a bridge, or other system of crossing steam railway tracks the city must pay. (Jan., pg. 9.)

The Great Northern Ry. (U.S.) freight and passenger offices in Winnipeg, Man., have been moved from 498 to 477 Main St.

The capital stock of the John Bertram & Sons Co. (Ltd.), Dundas, Ont., has been increased to \$600,000 by a Dominion supplemental charter.

The G.T.R. offered two scholarships in the faculty of applied science at McGill University, Montreal, for competition among the apprentices and other employees of the company under 21 years of age, and to minor sons of employees, at the matriculation examinations, held Sept. 11 to 15. The scholarships are tenable for four years.

The Intercolonial Ry.'s Passenger Department had a unique and telling display at the recent Industrial Exhibition at Toronto, which occupied two rooms in the old art gallery, and for which it was awarded a gold medal. It included a number of large pictures of scenery along the railway, and trophies of game, animals and fish. One of the rooms was artistically treated with rough hemlock bark over the walls, the other being given a rock tunnel effect, and containing a number of tanks with live fish.