

ite lines upon which it is to be constructed, outlined. Arrangements are said to have been made or are pending, whereby the G.T.R. will use the tunnel on a rental basis. All other roads in the future will be allowed the use of the tunnel on a like basis. (April, pg. 143.)

Great Northern Ry. of Canada.—We are advised that no decision has been reached in respect to the extent of construction to be done during the current year. (May, pg. 181.)

Halifax and Southwestern Ry.—The Halifax and Yarmouth Ry. from Yarmouth to Barrington, N.S., has passed under control of the H. and S. W. Ry., and the line now under construction from Halifax will connect with it, thus completing the line along the shore for which the people have been agitating for so many years. The route west from Liverpool has not yet been officially announced. T. H. White, Chief Engineer, was in Ottawa early in May, consulting with the Department of Railways in reference to the route. (May, pg. 181.)

Hamilton Terminal Ry.—C. S. Wilcox, A. E. Carpenter, C. E. Doolittle, W. Southam, J. Milne, G. L. Staunton, R. Hobson, of Hamilton, applied at the recent session of the Ontario Legislature for the incorporation of a company with this title. The object was to take over the 25 miles of track now owned and operated by the Hamilton Steel and Iron Co., or to be owned by it or its successors, with power of expropriation. The bill was opposed by the City of Hamilton, and after discussion, was thrown out.

Hermania Mining Co.—The Ontario Legislature has passed an act confirming the incorporation of this company and authorizing it to construct, in connection with its mining properties, a railway from Salter township on Lake Huron, to its copper mines at Sauble River, Ont., with a number of branch lines, not exceeding six miles in length. The provisional directors of the company are J. L. Hermann, Rev. H. Appleton, J. A. McPhail, L. Sibilsky, O. J. Larson, Calumet, Mich.; P. Primeau, J. S. Wilson, W. H. Green, Marquette, Mich. (April, pg. 144.)

Intercolonial Ry.—Arrangements are reported to be in progress for starting work on the extension to Sydney Mines, N.S. Mr. McLean, of the engineering staff, was in Cape Breton early in May in connection with the work. Work has been resumed on the double-tracking of the line at Rockingham, N.S. (April, pg. 144.)

James Bay Ry.—An arrangement has been made between the Orillia town council and the company by which the main line is to be taken through Orillia, in consideration of a bonus of \$30,000. A by-law giving effect to this agreement was carried on May 15. A number of questions affecting the route were raised in the Ontario Legislature, and a resolution of all documents relating to the matter was ordered. (May, pg. 185.)

Kato and Lardo-Duncan Ry.—Application is being made at the current session of the Dominion Parliament for an act authorizing an extension of the time for the commencement and completion of this line in British Columbia.

Kettle Valley Lines.—The Republic and Kettle River Ry. Co., one of the companies owning lines in British Columbia and Washington, operated as the Kettle Valley Lines, has changed its name to the Spokane and British Columbia Ry., and has increased its capital by \$5,000,000. It is said the line will be extended from Republic to Spokane, Wash.

Lake Superior, Long Lake and Albany River Ry.—The Ontario Legislature passed an act at its recent session extending the time for the commencement of this projected railway from Peninsula Harbor, on Lake

Superior, to Albany River, for two years, and the time for its completion for five years. (April, pg. 145.)

Manitoulin and North Shore Ry.—The application of the company, which is one of the numerous railway projects, the charters for which are owned by the Lake Superior corporation, at the current session of the Dominion Parliament for an extension of time, was contested by residents of Owen Sound, Ont. The company has power to construct a line to connect Owen Sound and Meaford, but as nothing was being done in the way of construction, local interests applied for an act of incorporation as the Owen Sound and Meaford Ry. As a result of the meeting between the Owen Sound deputation and the promoters of the M. and N.S. Ry., an agreement was reached, in consequence of which it is provided in the act that if the M. and N.S. Ry. does not begin construction between Owen Sound and Meaford within six months, and expend \$150,000 on construction, its powers are to lapse. The line is to be completed in 1906. In connection with the power of the company to construct a line from Sudbury to Little Current, a section was inserted directing the commencement of work within a year from July 1 at Little Current, the spending of \$120,000 within a year, and the completion of the work within two years. The Ontario Government has been asked to aid in the construction of this latter piece of line, 75 miles in length. We were advised May 22 that no definite arrangements had been made; that no engineer had been appointed, and that it was not likely anything would be done for some weeks. See also Canada Central Ry., and Owen Sound and Meaford Ry.

Nicola, Kamloops and Similkameen Coal and Ry. Co.—The Railway Commissioners have approved of the route of a projected railway from Spence's Bridge, on the main line of the C.P.R., to Nicola Lake, B.C., 45 miles. (April, pg. 145.)

North Lanark Ry.—Plans of the route of the North Lanark Ry. between Ottawa and Arnprior, Ont., have been filed with the Department of Public Works, Ont.

Northwest Coal and Coke Co.—Application is being made at the current session of the Dominion Parliament for an act extending the time for the construction of the railway authorized by the act of 1903. The line authorized is from Bull Park to a point between Cowley and Livingston, Alta. It is also asked that the name be changed to the Great West Ry. Co. J. B. Crawford is President, and F. Seaman, Secretary of the company. The company has control of 30 square miles of coal lands in Alberta.

Owen Sound and Meaford Ry.—The Railway Committee of the House of Commons has recommended the passing of an act incorporating a company with this title to construct a railway between Owen Sound, and Meaford, Ont., 23 miles. The company may commence its work within two years, and complete the line in five years. It is stated by representatives of Owen Sound who attended before the committee of the House of Commons, that the agreement with the Manitoulin and North Shore Ry. provides for the forfeiture of its charter if the line is not under construction by Jan. 1, 1906, and for the construction of the line by this company. A statement is also made at Owen Sound, that the line will be operated by the G.T.R., and that an arrangement will be made for running rights for the C.P.R. over it. See also Manitoulin and North Shore Ry.

Prince Edward Island Ry.—The seven mile branch from Cardigan to Montague Bridge is being constructed by W. Kitchen. The work is fairly heavy and includes two large bridges, one over Brudenell River, and the other over Vessy's Creek, as well as several large culverts. The contractor has 200 men and 100

teams on the work. It is expected that the branch will be completed in the fall.

The branch from Village Green to Vernon River Bridge is being constructed by M. F. Schurman & Co., Kensington, P.E.I. There are no special engineering or other difficulties in connection with the contract. Work is being pushed and it is expected to have the grading completed and the track laid early in the fall. (April, pg. 145.)

Prince Edward Island Tunnel.—A deputation from Prince Edward Island has been visiting various places in Ontario, Quebec and the Maritime Provinces, advocating the construction of a tunnel between the Island and the mainland. Meetings have been held in the island at which resolutions approving of the construction of a tunnel have been passed. (May, pg. 185.)

Quebec and Lake St. John Ry.—The annual report of the company gives details of a number of improvements commenced on the line during 1904, and which are to be completed during the current year. Among the works are the following:—The construction of a steel trestle bridge on masonry substructure over Rondeau River, at mileage 40; constructing a heavy timber bridge over the Rat River, at Chicoutimi; ballasting and widening the main line; the construction of engine sheds at Lake Edward and Chicoutimi; the erection of a coal chute at Chambord Jct.; the erection and improvement of stations and freight sheds at Roberval, Lake Bouchette, St. Jerome, St. Gedeon, Hebertville, and Chicoutimi; and the purchasing of land for additional shunting yard at the Quebec terminals. Steel rails, 70 lbs., were bought and 40 miles of the main track relaid. The lighter rails taken up will be utilized for the La Tuque branch, now under construction, and on the branch towards Gosford, the grading for which was completed in 1904. The track-laying on this latter branch was expected to be started by the end of May. It was also expected that work on the branch from Roberval to the Government wharf there, one mile in length, will be started early in June. (May, pg. 185.)

Temiskaming and Northern Ontario Ry.—The Government asked the Ontario Legislature for an act to give authority to extend the line to connect with the G.T. Pacific; to construct a number of branches; and for the prosecution of surveys as far as James Bay. Power was also asked for the purpose of generating electricity. In connection with the financing of construction, power was given to raise additional money if required, and a direction was given for the keeping of the accounts of the Commissioners in the Provincial Treasurer's office. The Commissioners, it was proposed, should have power to engage a consulting engineer who may be one of their number, and it is provided that a salary of \$2,500 a year may be paid to him in addition to the honorarium of \$1,000 a year as Commissioner.

Respecting the development of electrical power and its use on the line, D. Murphy, one of the Commissioners, said recently that something might be done in the future, as it had been demonstrated that electricity could be used successfully for long distance runs. It was claimed that heavier loads could be hauled and better time made with an electric motor than by steam. The Commissioners have placed the matter of reporting on the feasibility of adopting electric traction on the portion of the line between North Bay and New Liskeard, Ont., in the hands of electrical engineers to report upon. These engineers are authorized to obtain consultations from the best authorities on electric freight traction. The Commissioners expect to have the report of the engineers, with estimate of the cost, in hand early in June. At the same time the cost of developing water power on the Montreal River will be determined and