

No decision has been reached as to the starting of work on the projected extension of the line from St. Peter's to Louisburg, or the branch to Arichat. (Aug., pg. 267.)

Chateauguay and Northern Ry.—Notice has been served on the municipality of Longue Point, Que., to the effect that the company is prepared to proceed with the construction of an electric railway on the main road of the municipality, and to connect the same with the main line of the C. and N. Ry. and with the lines of the Montreal Terminal Ry. The line proposed to be constructed covers the district which the Montreal Park and Island Ry. Co. desired to enter, but which it was enjoined by the courts from entering.

By an arrangement with the C.P.R. the C. and N. trains will be switched over the former's lines from Hochelaga to the wharves, so that for some time it will not be necessary to construct an independent line to the water front.

Rapid progress has been made with the bridges over the river at Bout de l'Isle, and it is expected that the line will be opened for freight traffic early in Oct. The steel work on the western section of the bridge is nearly completed. The grading between Charlemagne, on the mainland, and Joliette is well forward and was expected to be completed by the end of Sept. Tracklaying has been going on for some time, and four miles, between L'Epiphanie and L'Assomption, was laid early in Sept. The rails, ties, etc., are all on the spot ready for laying. (Sept., pg. 305.)

The Colchester Coal and Ry. Co. has been incorporated under the Nova Scotia Companies' act with a capital of \$1,000,000, the promoters being J. Fleming, Halifax, and J. Hayes, M.D., Parrsboro, N.S., who have associated with them a number of prominent men, including officials of the Dominion Atlantic Ry. The company owns considerable coal areas at Debert, and has completed surveys for four miles of railway from the mines to Debert station on the I.C.R. There are no engineering difficulties in the way of construction; the grade will not exceed 1%, the total rise from the Debert station to the mine being only 150 ft., or 1 ft. in 140 ft. R. Archibald, C.E., made the surveys and is in charge of operations at the mine. (July, pg. 234.)

Detroit River Bridge.—G. S. Morrison, the special engineer employed by the G.T.R. and Michigan Central Rd. to make some special surveys and to report upon the question of bridging the Detroit river, died recently, and A. P. Boller, of Boller & Hodge, consulting engineers, New York, has been engaged to take up and complete his work. (Aug., pg. 267.)

Embro Radial Ry. (Electric).—A meeting was recently held at Embro, Ont., in support of the projected electric railway. There has been \$50,000 of the capital raised privately, and it is proposed to ask the municipalities, through which the line will pass, to subscribe towards the additional capital required. (Sept., pg. 305.)

Fraser River Bridge.—All the frame work for the short spans on the south side was reported to be in place Sept. 15, and the work of riveting was in progress. The steel work for the 380 ft. span is being got ready for placing. Of the remaining portion of the substructure no. 3 pier is nearing completion, and no. 2 pier is progressing. (Sept., pg. 305.)

Gaspé and Western Ry.—The application for the incorporation of a company with this title to construct a railway through Gaspé county, Que., at the current session of the Dominion Parliament has been rejected by the Senate Railway Committee. (June, pg. 213.)

Grand Valley Ry. (Electric).—Tracklaying on the extension of this line from Paris to Galt, Ont., 20 miles, was commenced Sept. 14. (Aug., pg. 267.)

Great Northern Ry. of Canada.—The workshops of the G.N.Ry. on Louise embankment, Quebec, were burned out recently, the loss being estimated at about \$70,000. The machine shop was totally destroyed, and a number of cars, which were undergoing repairs, were burned. The site has been cleared, and the directors have decided to rebuild the shops on a larger scale. The buildings, however, will not be gone on with this year. (July, pg. 235.)

Great Northern Ry. (U.S.)—An agent of the G.N.R. is negotiating for the purchase of land near the Vancouver, B.C., city hall, in order to build a large six story hotel.

In connection with the building of railways in B.C., there are a great many rumors in circulation, most of which have a political significance, seeing that a provincial election is in progress. The Premier recently had an interview with J. D. Farrell, who represents President J. J. Hill at Seattle, Wash., and on his return to Vancouver, B.C., said in an interview: "The Great Northern has much in store for British Columbia, and will afford transportation without being bonused. Mr. Hill will proceed under the charters of the Vancouver, Westmin'ster and Yukon Ry., the Kootenay Central Ry., and the Kootenay, Cariboo and Pacific Ry., to give two connections with the Grand Trunk Pacific Ry. in the north, one from Vancouver and the other from southeast Kootenay. He also said that the line from Vancouver through Cariboo will have a branch through the Yellow Head Pass to Edmonton, so that the Great Northern may tap the great wheat fields of the Northwest." Senator Templeman, in an interview at Ottawa, stated: "While B.C. is the largest gold-producing province in the Dominion, it is at the same time prolific of gold bricks, in the shape of railway projects, on the eve of an election. The fertility of resource possessed by the average Provincial Premier when it becomes necessary for him to provide one of these gold bricks is unfailing. A gold brick of this kind has been handed out at every general election, and at not a few by-elections, during the last ten years. Two or three elections were fought in Victoria on the British Pacific Ry. project, a railway that was to run from Bute Inlet to Yellow Head Pass, and which was ultimately, it was claimed, to make Victoria the terminus of another transcontinental line. At the last by-election in Victoria, the branch of the Canadian Northern over practically the same route was the great drawing card. In the cases mentioned, the companies were already granted subsidies from the Province, which gave the color of genuineness to the schemes. But now the Great Northern has no contract of any kind with the Province, and will not make one. Mr. Hill publicly stated at Grand Forks, B.C., that he would build the road to the coast without a subsidy. All he wanted was a good grade. It is quite true Mr. McBride has not stated that he has made a contract with Mr. Hill, or with anyone representing Mr. Hill."

See also Vancouver, Westminster, Yukon and Northern Ry.

Guelph Junction Ry.—P. A. Peterson, consulting engineer, Montreal, and formerly chief engineer C.P.R., paid a visit to Goderich, Ont., Sept. 15, with a view of looking over the suggested route for the entrance of the projected extension of the G.J.Ry. to Goderich. W. Bell, President, and H. A. Macdonald, Secretary of the G.J.Ry., met Mr. Peterson and discussed the matter with him. The Secretary stated that as a result of the information now available representatives of the company will have an interview with the C.P.R. officials with a view to arranging for the construction of the line.

Two routes have been looked over between Guelph and Goderich, but no decision has been reached as to which will be followed.

The northern route is by Elmira, Listowel, Brussels and Blyth. The other route would take in St. Jacob's, Milverton and Clinton. Goderich people seem to generally favor the northern route, as it would give them connection with a section of country from which they are at present virtually shut out. An entrance into Goderich and to the wharf, Mr. Peterson says, can be secured with a grade of 1/4%. (July, pg. 235.)

Guelph Radial Ry. (Electric).—In connection with the proposal of the city to take over the existing street railway lines and to extend the same, a public meeting was recently held at which the following information was given relative to other street railway lines in the province: The Berlin and Preston Ry. last year carried 355,000 passengers, the Galt and Hespeler line carried 277,000 passengers, in Guelph last year the number of passengers was 352,000. In 1902 the Woodstock-Ingersoll line paid the shareholders 6% of a semi-annual dividend, which is very satisfactory in view of the fact that, unlike Guelph, the road there has to compete with two steam lines. The population of Woodstock and Ingersoll combined is 13,300, while Guelph, Elora and Fergus have a population of over 14,000, and the distance between the places is about the same. The Woodstock-Ingersoll line carries no freight, while the Guelph charter allows the carrying of freight. (July, pg. 235.)

Halifax and South-Western Ry.—D. D. Mann recently went over the route of the H. and S.W.Ry. from Halifax to Barrington Passage, N.S. He says that there are 1,800 men employed in grading between Halifax and Liverpool. This work is expected to be completed this winter, and the whole line by June, 1904. A press report states that the Atlantic Contracting Co. has let the following subcontracts on the line: McKay, Wells & Morrison, 20 miles; Lindsay & Farrell, 5 1/2 miles; H. Sorette, 15 miles; Dini & Cozzolino, 15 miles. There has been landed at Bridgewater rails, etc., for 44 miles of track, and other steamers with rails, etc., are on the way. (Sept., pg. 305.)

Hamilton, Caledonia and Lake Erie Ry. (Electric).—A site for the power dam has been secured at Indiana on the Grand river, and plans are being prepared for the work. The power canal will be 1 1/2 miles in length. (Sept., pg. 305.)

Hamilton, Grimsby and Beamsville Electric Ry.—The company had some difficulty with property owners in connection with the location of poles for its Vineland extension, but these were adjusted early in Sept., and it was expected that the extension would be in operation by the end of the month. (Sept., pg. 305.)

Hamilton Inlet to Lake Superior.—Press reports are again current to the effect that J. J. Hill, of the Great Northern Ry., U.S., has in contemplation the construction of a line of railway from a point on Lake Superior, in Ontario, to Hamilton Inlet, on the Atlantic coast of Labrador. An exploration party, headed by Col. Glazier, who has undertaken preliminary surveys for railways in other countries, has been formed to start inland from Hamilton Inlet, but up to Sept. 15 had not been able to secure a suitable vessel for the trip to Rigolet.

Hamilton to Port Stanley.—R. S. Portheim, who is connected with an Edinburgh (Scotland) firm of railway promoters and contractors, has been looking over the ground with a view of obtaining franchises for the construction of an electric railway from Hamilton to Port Stanley, Ont., running through Brantford, Woodstock, London and St. Thomas, about 100 miles.

Hampton and St. Martin's Ry.—The ballasting and other work on this line from Hampton, on the I.C.R., to St. Martin's,