

which will be about $1\frac{1}{2}$ miles in length. (Aug., pg. 263.)

Intercolonial Ry.—Tenders are under consideration for the erection of an engine house, etc., at Chaudiere Jct., Que.; a new station at Rockingham, N.S.; and for cribwork and protection walls between McKinnon's Harbor and Sydney, and Bedford and Rockingham, N.S.

The branch from Riviere Ouelle station, 35 miles west of Riviere du Loup, to St. Denis wharf on the shore of the St. Lawrence river, $6\frac{1}{2}$ miles, is under construction. It will traverse a well populated country and serve a good farming district, besides giving better access to Murray Bay, a summer resort across the river, 12 miles, with which steamer communication is to be maintained. The country for the most part is level, but as it nears the shore there is a heavy rock cut. The steepest grade northward is 1%, and southwards 1.5%; 62% of the line is level or under .5%, 14% is between .5 and .9%, and 24% is between 1 and 1.5%, 64% of the line is on tangent. The curvature varies from 1° to 6° , with a short curve of 10° leading to the wharf. It is intended to lay 58-lb. rails. The work is being carried out under the general directions of W. B. MacKenzie, Chief Engineer I.C.R., with J. S. O'Dwyer as Resident Engineer. P. Purcell and J. J. Fallon, of Cornwall, Ont., are the contractors.

The bridges over the Miramichi river are being replaced by heavier structures, and the old ones are to be taken to Prince Edward Island and erected over the Hillsboro' river at Charlottetown. The spans are built on trestlework and floated out to the bridge at high tide and lowered into position, the old spans being previously removed. The Dominion Bridge Co. has the contract.

The new station at Levis, Que., is about completed, and work has been commenced on a new station at Riverside, N.B.

The contract for the erection of an 18-stall roundhouse at St. John, N.B., has been let to Rhodes, Curry & Co., Amherst, N.S.

A great deal of work has been done at the new yards at Gilbert's Island, St. John, N.B., during the summer. Nine out of the nineteen tracks in the yard were laid up to the end of Sept., and it is expected to have the rest down before the snow comes. There will be about 14 miles of track in the yard, giving accommodation for 2,000 cars.

Surveys are reported to have been made for the construction of a branch from Dorchester, N.B., about $2\frac{1}{2}$ miles, in connection with the undertaking of the Intercolonial Copper Co.

A survey has been made to extend the track at the Copper Crown branch at Pictou, N.S., to a point at which a new wharf might be built, and further to a quarry. The total length of the extension will not exceed $1\frac{1}{2}$ miles. The press reports that a bridge would be built across the harbor, are, we are informed, without foundation.

As a result of an inspection of the line by the Minister of Railways, consideration is being given to a project for changing the location of the line between Amherst and the Straits of Canso. The proposal, Mr. Blair said, is to change the location of the road to connect with the Canso bridge at Cape Porcupine, then run along the gulf coast to Harbor au Bouche, to Antigonish, thence to Pictou, passing to the north of New Glasgow at a slight distance. From Pictou, the proposed road would be continued over the short line to Pugwash, from which place a link will be built connecting that town with Amherst. (Aug., pg. 263.)

An addition of 200 ft. is being added to the terminal pier at North Sydney, N.S., at a cost of about \$20,000. K. McKay, North Sydney, is the contractor.

International Transit Co.—By supplemental letters patent this Co. has been authorized

to own and operate steam and other vessels; to hold stock in other similar companies, and to hold its meetings outside the province of Ontario. Under the new powers the Co. has purchased the ferry str. Fortune of Detroit, to ply between Sault Ste. Marie, Ont., and Sault Ste. Marie, Mich. The Fortune is 125 ft. over all, 39 ft. wide, and will carry 1,400 passengers.

J. H. McKnight, of Toronto, is the contractor for the grading of the $4\frac{1}{2}$ miles of the Co.'s electric railway in Sault Ste. Marie, Ont. (Aug., pg. 264.) See also Trans. St. Mary's Traction Co.

Inverness Ry. and Coal Co.—The shipping pier at Port Hastings, N.S., is about completed. It is about 600 ft. in length, with a height of 60 ft. at high tide, and is being fitted with the latest appliances for handling coal. During the past year the Co. has been shipping 300 tons of coal daily from the mines at Broad Cove, but with the developments that have taken place, and the additional shipping facilities it is hoped to increase the output to 1,000 tons daily. (Aug., pg. 264.)

The Irondale, Bancroft and Ottawa Ry. will not do any construction work on the proposed extension this year. (Aug. pg. 264.)

James Bay Ry.—No construction has been done this season on the projected extension north from Parry Sound, Ont. Survey parties have been in the field the whole summer going over different routes, but nothing has been decided as to the location of the line. The country is a much more difficult one in which to locate a line than was expected. (June, pg. 192.)

Kettle Valley Lines.—The repairs to the line necessitated by the spring floods have been completed, and the line is again in operation from Grand Forks, B.C., to Republic, Wash. A number of spur tracks to the mines have been put in, and the construction of others is under consideration. We are advised that nothing has been done in reference to the proposal to extend the line from Republic to Spokane, Wash. (Aug., pg. 264.)

Kingston and Pembroke Ry.—C. W. Spencer, Vice-President and General Manager, recently said that there was no truth in the report that the car shops are to be removed from Kingston, Ont. He said that new machinery was being added at the shops so that the repairs to the Co.'s engines could be done there. (Feb., pg. 58.)

Klondike Mines Ry.—Location surveys have been made from Klondike city to Grand Forks and are in progress to the Dome. Ties and rails are on the ground, and other construction material, including a construction train, has reached Klondike city. We were advised Oct. 22, that matters were now in shape to rush construction next year. Some minor changes will be made in the contracts and organization during the winter. (Aug., pg. 264.)

Kootenay Central Ry.—An English syndicate is reported to have secured the charter for this line, and to be arranging for an early commencement of construction. The line projected is from near Elko on the C.P.R. Crow's Nest Pass line, to Golden, B.C., on the C.P.R. main line, about 50 miles. (June, 1901, pg. 175.)

Levis County Ry.—We were advised Oct. 14 that cars on the first three miles of this electric line were expected to be placed in operation in a week or ten days thereafter. The Co. has been delayed in completing its line owing to delay in receiving rails. The completion of the remaining 10 miles of the line will be pushed as rails are delivered. (Aug., pg. 265.)

Lindsay, Bobcaygeon and Pontypool Ry.—At the annual meeting recently held the retiring directors were re-elected, W. T. C.

Boyd, of Bobcaygeon, Ont., being President, and T. Stewart, Secretary. At a subsequent special meeting the directors were authorized to issue bonds or debentures so as to enable them to close promptly with any suitable offer to undertake construction. It is said that offers for the construction of the line are under consideration. (Aug., 1901, pg. 231.)

London Belt Line.—A proposition is understood to be under consideration for the construction of a belt switching line to connect all lines entering London, Ont., so as to provide more effectively for the interchange of traffic. It will also provide for facilities for handling shipments to and from the important industries now established and in prospect. The proposition has not yet assumed anything like a definite shape.

The London, Ont., Street Ry. Co. has entered an action against the city asking to have certain by-laws calling for the construction of new lines passed by the Council on July 21, declared invalid, and also to secure a mandamus compelling the Mayor to sign a by-law passed on June 21, approving of the abandonment of the Rectory st. line in return for certain extensions.

Lotbiniere and Megantic Ry.—We are advised that nothing definite has been decided as to the proposed extension from Lyster to Thetford, Que.

Mabou and Gulf Ry.—The first section of this line extends from the mines, 6 miles from Mabou village, N.S., to the North creek, $4\frac{1}{2}$ miles, and was reported to be ready for the rails in July. The North creek is crossed by a trestle 475 ft. long, at a considerable height. There is a depth of 35 ft. of water in the creek, and provision has been made at the trestle for the erection of pockets to contain 10,000 tons of coal, so that vessels may load at this point. A wharf is also to be erected at the trestle. Grading is proceeding on the extension of the line to Orangedale, on the I.C.R., and is expected to be completed this year. (Aug., pg. 265.)

Manitoulin and North Shore Ry.—No official information is available about this line, which is a subsidiary of the Algoma Central and Hudson Bay Ry. No reference was made to it in the recent annual report of the Consolidated Lake Superior Co., which, however, dealt at length with the A. C. and H. B. Ry. There were constructed and placed in operation in 1900, 13.50 miles from Sudbury to Gertrude mine, and in 1901, 3.9 miles from the Sudbury to Elsiemine; and in 1901 a piece of line 1.50 miles in length from the falls of the Spanish river to the C.P.R. Sault Ste. Marie line. Tenders were invited in 1901 for the section from Gertrude mines to crossing of Vermilion river, 5.50 miles, and from the falls of the Spanish river to the shore of Lake Huron, 16.25 miles; and in 1902 for the section from Vermilion river to C.P.R. Sault Ste. Marie branch, 6.25 miles; for a section of 20 miles from Sudbury to Lake Wahnapiatae; from Meaford to Owen Sound, 22 miles, and Warton to Tobermory, 50 miles, but no information has been given out as to the letting of any of the contracts, and, so far as we can learn, no construction has been done on any of these sections.

F. H. Clergue recently stated in Toronto that surveys had been nearly completed from Sudbury to Sault Ste. Marie. Survey parties are in the field between the two points. (Aug., pg. 265.)

Metropolitan Ry.—Nothing has been decided as to the projected extension of the line to the northern boundary of Newmarket, Ont. (Aug., pg. 269.)

Michigan Central Rd.—A new station, connected with which is a freight shed 70 ft. in length, has been completed at West Lorne, Ont.

The double-tracking of the line between Ridgeway and Bismarck, Ont., 18.17 miles,