

particularly heavy and has interfered considerably with the railway ferry traffic at all points between Canada and the U.S. Nothing has been decided upon in regard to the projected bridge by the railway companies interested, and a suggestion was recently made to construct a tunnel between the two shores. The proposition is to dredge out a channel for the tunnel and to construct it in sections. The tunnel would consist of two steel tubes, each 23 ft. diameter outside, and 19 ft. diameter inside, and containing a single track. C. H. Fisk, Detroit, Mich., is reported to be arranging to form a company, to be called the Detroit Tunnel Co., to carry out the proposal. (Dec., 1903, pg. 423.)

**Du Lieve and Ottawa Ry.**—Application will be made next session of the Dominion Parliament for an act incorporating a company with this title to construct a line from Ottawa, via Hull to Buckingham, Que., along the Du Lieve river valley to James bay; with a branch from Buckingham to the Ottawa river. Power is asked to use electricity or other motive power.

**Duluth, Virginia and Rainy Lake Ry.**—During 1903 track was laid from camp 6 to Ashawa, Minn., 8.3 miles, and a branch logging line constructed to Swan lake, 10 miles. Grading was also pushed forward from Ashawa to Pelican lake, 16 miles. G. F. Bristol, Virginia, Minn., is General Manager. (Aug., 1903, pg. 267.)

**Edmonton and Slave Lake Ry.**—Application will be made next session of the Dominion Parliament for an act authorizing an extension of time for the commencement and completion of the Company's authorized line from Edmonton, Alta., to Lesser Slave lake, Atha. Z. A. Lash, Toronto, is solicitor for the promoters.

**Edmonton, Athabasca and Mackenzie Ry.**—Application will be made next session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Edmonton, Alta., northerly to the Athabasca river, crossing that river between Fort Murray and Point la Biche; thence to Fort Vermillion, on Peace river; thence via the Hay river valley to Great Slave lake; in Mackenzie Territory. Sutherland & Manning, Winnipeg, Man., are solicitors for the promoters.

**Edmonton Street Ry.**—A draft of the proposed agreement respecting the construction of an electric railway in Edmonton, Alta., has been submitted by W. G. Trethewey to the city council. The proposed company will bind itself to have two miles of the track laid within 15 months, and to have street cars running regularly from 6 a.m. to 10 p.m. every day except Sundays. If the agreement is not signed before March 1 the time above stated will be extended for three months—the company to make a deposit of



FRASER RIVER BRIDGE, NEW WESTMINSTER, B.C.

The superstructure of the 380-ft. span over the deepest portion of the river was erected over the swing span and, when completed, four scows, with trestle work, were towed into position underneath it. When the tide rose the span was raised by the scows from the piers, and was then towed out into the river.

\$5,000 as a guarantee that the terms of agreement will be carried out. The town will share in the net profits of the company to the extent of 25%. Any differences between the company and the town will be determined by arbitration. The company's stock within the municipality will be exempt from taxation for 10 years. The company will have the power to distribute motive power and may string such wires as are necessary for this purpose. The proposal is still under consideration. (Jan., pg. 1.)

**Fort Frances, Manitou and Northern Ry.**—Application will be made next session of the Dominion Parliament for an act incorporating a company with this title, and authorizing the construction of a railway from the International boundary at Fort Frances, Ont., opposite Koochiching, Minn., northerly through the Manitou lakes country, to Dinorwic, on the C.P.R., thence to the Albany river. Kerr, Bull & Shaw, Toronto, are solicitors for the promoters, who obtained an act of incorporation in Ontario in 1903.

**Great Northern Ry. of Canada.**—We are advised that survey parties are in the field locating the projected direct line into Quebec. It is proposed that the cut-off will run from the present line near St. Catharines direct into Quebec, but no details of the route have been decided on. (Jan., pg. 25.)

**Great Northern Ry., U.S.**—The new track laid on the various lines of the G.N. Ry. during 1903 was: Branch southwest of Hibbing, Minn., Kelley Lake to Exmore, 9.69 miles; Crosby mine spur in Minnesota, 1.56 miles; branch, Granville to Mohall, N.D., 46.97 miles; branch, Souris to West Hope, N.D., 16.4 miles; on cut-off from Columbia Falls to Rexford, Mont., 70 miles; track was laid from Columbia Falls to Whitefish, 8 miles, on account of change of line between Belleville and Fairhaven, Wash., a portion of the old road was left for a spur to Samish Lake, increasing the main track mileage 9.66 miles.

**Guelph Junction Ry.**—Application will be made next session of the Dominion Parliament for an act authorizing the company to dispose of its railway by lease or otherwise, to authorize the construction of branch lines, and other purposes. See also Guelph and Goderich Ry.

Plans of the proposed extension as prepared by the engineers working under P. A. Peterson, Consulting Engineer, C.P.R., were laid before Goderich city council Feb. 10. The city has voted \$20,000; the township of Colborne has voted \$6,000 and the township of West Wawanosh has voted \$2,000 as bonuses towards the construction of the line. (Jan., pg. 3.)

**Guelph and Goderich Ry. Co.**—Application will be made next session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from the present terminus of the Guelph Junction Ry. at Guelph, to Goderich, or to a junction with some other line that may yet be constructed into Goderich from some other point, with power to construct branch lines to Listowel, and to St. Mary's and Clinton via Stratford. Power is also asked to acquire the Guelph Junction Ry. and all rights, franchises, etc., that company may have obtained in connection with its proposed extension from Guelph to Goderich, and to lease or sell the lines of the company to the C.P.R. See also Guelph Junction Ry.

**Halifax and Southwestern Ry.**—The Nova Scotia Legislature at its current session passed an act extending the time within which construction of the line between Halifax and Barrington Passage or Yarmouth may be completed. A further measure is under consideration by the Legislature giving the company power to take water for use during the construction of the line, and in future for its operation from any lakes or streams along the route, also a measure enabling the city of Halifax to provide money for the payment of a right of way into the city. The location of the line through Dutch village has been agreed on and the approval of the Government has been asked to the plan. The location has been approved from Halifax to Liverpool, but westward of Liverpool there are some points not finally agreed upon between the Company and the Government. Between Halifax and Mahone the grading for three-fourths of the distance has been completed, and 10 miles of track has been laid from Mahone easterly. The grading between Mahone and Liverpool is about three-fourths completed, while the bridging, both east and west of Mahone is well advanced. A daily train is in