

and D. Finlayson, solicitor, Arichat, C.B.; S. Joyce, merchant, D'Escouse, C.B.; and J. W. Ousley, Windsor, N.S., for the purpose of constructing within three years a railway from the Straits of Canso to Louisburg, and for the purpose of building a bridge, tunnel, or ferry, over, under or at the Straits of Canso in connection with such railway. In the following year the Co. obtained power to construct a branch from its main line at Barra-sois, St. Louis, Richmond County, to Arichat, as well as other branches, subject to the approval of the Government. Nothing appears to have been done by the promoters of the original Co., the charter for which passed into the hands of R. J. Campbell and J. M. Guerin, who organized the present Company. Its offices are at 51 East 44th St., New York, and New York Life Building, Montreal. The Co. is actively preparing for construction. Its plans include a line from Port Hawkesbury, on the I.C.R., and Straits of Canso to Louisburg, on the east coast of Cape Breton, with a branch to Sydney. The Co. entered into a contract with the Commissioner of Public Works of Nova Scotia on Oct. 1, 1900, to build 30 miles, from Port Hawkesbury to St. Peters, Richmond County, in return for a subsidy of \$3,200 a mile. The Co. undertook to begin the work at once and to have the line completed, equipped and in operation by Dec. 31, 1902. The rolling stock to be provided by the Co. includes 3 locomotives, 2 first class passenger cars, 2 second class passenger cars, 2 baggage, mail and express cars, 35 platform cars, 25 box freight cars, and 1 snow plough. The contract was signed on behalf of the Co. by R. J. Campbell, President, and J. M. Guerin, of Montreal, Secretary.

R. W. Leonard, formerly Chief Engineer of the St. Lawrence and Adirondack Ry., and later of the C.P.R. engineering staff, has been appointed Chief Engineer and Manager of Construction, and surveys are being made under him. The line will be approximately 80 miles in length, passing through the southerly part of Richmond and Cape Breton Counties, and touching the towns of Hawkesbury, St. Peters, L'Ardoise, Gabarouse and Louisburg. The Co. proposes to build 30 miles, seven of which have been located this year, from Port Hawkesbury to St. Peters. The most important engineering feature of this portion of the line will be the bridge over the tidal river Inhabitants and the swing bridge at St. Peter's canal.

It is understood that the construction will be done by the Manhattan Construction Co., whose Chief Engineer, Mr. VanAken, and a staff of assistants are at Port Hawkesbury. This Co., which was incorporated in 1899 in New York, has a capital of \$100,000, has among its shareholders E. VanEtten, 2nd Vice-President of the New York Central Ry., and W. Seward Webb, Chairman of the Rutland Ry., who has just been elected President of the C. B. Ry. Extension Co., Mr. Campbell taking the Vice-Presidency.

At the annual meeting in Montreal, July 17, the following officers were elected: W. S. Webb, Shelburne, Vt., President; R. J. Campbell, New York, Vice-President; A. L. Meyer, New York, Treasurer; J. M. Guerin, Secretary; other directors: V. T. Rogers, S. R. Callaway, J. J. Astor, E. Van Etten, F. G. Smith and H. L. Sprague, of New York, and M. Guerin, Montreal. It was decided to authorize the Co.'s counsel, E. Guerin, K.C., to apply to the N.S. Legislature next session for legislation altering the name of the Co. to the Cape Breton Ry. Co., and a resolution was passed authorizing the issue of 5% gold bonds to the amount of \$2,400,000 secured by a first mortgage on the Co.'s property and franchises.

Carleton and Miramichi.—Organization work is going on for this Co. which proposes to build from the C.P.R. at Bristol, N.B., to

Foreston, some 26 miles. Part of the line is already subsidized. A reconnaissance survey was made for it last year by C. L. B. Miles, C.E., and J. S. Stewart and Mr. Balcom, C.E., have lately been over the route as far as Glassville. It is reported construction will be started at an early date.

Central Ontario.—A number of the stations are being equipped with enameled iron station name signs, two on each station, supplied by the Acton Burrows Co., Toronto.

Chateaugay & Northern Ry.—The contract for the grading of the railway to be constructed from Montreal to a junction with the Great Northern Ry. at Joliette, 37 miles, has been let to Smith & Abbott, of New York. This firm will also put up the masonry for the big bridge at Bout de l'Isle. Contracts have also been let for the superstructure of all the bridges. The aggregate amount of the contracts will be about \$1,000,000. J. P. Mullarkey, Montreal, is President of the Co., the control of which is said to have been secured in the interest of the Great Northern Ry. of Canada. (June, pg. 173.)

Coast-Kootenay Ry.—Nothing whatever apparently has been done by the British Columbia Government in the way of giving out a contract for the construction of the Coast-Kootenay railway for which tenders were asked in April. The Golden Era recently published what purported to be an interview with the Commissioner of Lands and Works, in which it was stated that a contract for the building of the road would be given to the C. P.R., but on his return to Victoria he repudiated the statement. (June, pg. 178.)

Crow's Nest Southern Ry.—Construction work will commence immediately on this line, which will run from the coal mines at Michel, B.C., to the International boundary, 65 miles. Here connection will be made with the Montana and Great Northern Ry., which has been incorporated in the U.S., to construct a line from the Great Northern (U.S.) at Jennings, to the International boundary, about 90 miles. The survey of the B.C. portion of the line has been completed, and construction will be pushed forward with vigor. Elias Rogers, managing director of the Crow's Nest Coal Co., and one of the directors of the C.N.S.R. says that the line will be opened by next winter. It will be built simply for the purpose of carrying coal and coke, under a B.C. charter, and an agreement has been entered into with the B.C. Government regarding charges.

Some differences arose between the C.P.R. and the Crow's Nest Pass Coal Co., and as a result the C.P.R. applied to the courts for an injunction to prevent the construction of the railway. These differences, says Mr. Rogers, have now been amicably settled, and in the future there will be such co-operation between the two companies as will tend to greatly facilitate business and to promote the rapid development of the mines, smelting and other industries of the west.

The preference given to the Jennings route over the more feasible route from Kalispell, Mont., is because of the better facilities of handling the coal products of the Crow's Nest, nearly all the shipments being designed for the west. According to the articles of incorporation of the M. and G.N.R., three branch lines are contemplated: First, from Jennings in a northerly direction to the International boundary, and from a point about five miles south of the boundary and near Tabacco River southeasterly to a station on the Great Northern Ry. in the county of Flathead. Second, from Kalispell station on the G.N.R. southerly to Flathead Lake, thence southeasterly to a junction with the Northern Pacific Ry. at or near Jocko. Third, from, at or near Chester, on the G.N.R., northerly and northwesterly to near Sweet Grass Hills.

A contract for the construction of the line from Jennings to the Crow's Nest coal fields

has been let, and it is stated that work commenced on July 20. (June, pg. 172.)

The Cuba Co.—The railway projects to which Sir Wm. Van Horne and his associates have set their hands, and in which millions of dollars are involved will, it is said, be completed about next April. There are 3,500 men at work and more will be employed as soon as they can get labor from Spain. The men get \$1 a day of American money, and are well satisfied. By the date mentioned there will be some 400 miles of rail laid, which will include the main line and some branches. Sir William, on returning to Montreal from Cuba recently, said that he had never put his hand to a project in which he had met with less obstruction or opposition. There had been no demands, no blackmail; on the contrary, the projectors had the hearty good will of the people. This was something to be able to say. There was one person who had written to the newspapers complaining that the prosecution of the enterprise was a violation of the Foraker amendment, but even that small measure of opposition had ceased, and the work was being prosecuted without a murmur from the people, who appreciated what it meant in the way of development.

R. G. Ward, manager of construction of this Co., Ciego de Avila, Cuba, wants manufacturers and dealers in all kinds of railway supplies, apparatus, fittings, machinery, etc., likely to be used in the building and operating of railways, to send to him catalogues and descriptive matter of their different devices.

Edmonton, Yukon and Pacific Ry.—The contractor for the construction of this line from Strathcona to Edmonton, Alberta, M. McCrimmon, has begun work. The line starts from the Calgary & Edmonton Ry., half a mile south of its terminus at Strathcona station on the south side of the Saskatchewan River, and will be 4½ miles in length to the station in Edmonton, on the north side of the river, which will be situated 3,000 feet from the post office, just below H. H. Robertson's house. The construction between this point and the high level offers the greatest difficulties of the road, it being impossible to secure a 1% grade which will rule on the south side. From Edmonton the line will bend south, running along the face of the cut bank south of the Hudson's Bay Co.'s fort; then trending northward along the face of the hill, rising gradually with the lay of the country. The roadway is being cut out 100 ft. wide and grading has been commenced. The contract calls for the completion of the work by Sept. 1. Mr. Armstrong is engineer in charge. (June, pg. 173.)

Grand Forks to Republic.—A contract has been let to G. S. Deeks & Co. for the construction of a line from Grand Forks, B.C., to Republic, Wash., 42 miles, to be completed by Nov. 1. The Canadian section, 5 miles, from Grand Forks to the International boundary at Carson City, will be constructed under the charter of the Grand Forks & Kettle River Ry. Co., a company holding a provincial charter granted in 1899, and the section of the line in Washington is covered by a State charter granted to the Republic & Grand Forks Rd. The line will follow the Kettle River valley from Grand Forks to Curlew in Washington, crossing the International boundary at Carson City; from Curlew it will follow the Curlew Creek to San Poil River, thence to Republic.

Arrangements are being made for the construction of a smelter of 500 tons capacity at Grand Forks, and for the carrying of ore from the Republic mines to it for two years. (See also Kettle River Valley Ry. pg. 230.)

Great Falls and Canada Ry.—The gauge of this line between Sweet Grass, at the International boundary, and Great Falls, Mont., 134.37 miles, is to be changed from 3 ft. to