

way, from L'Epiphanie via St. Jacques l'Achigan to Rawdon. (Sept., pg. 313).

Crow's Nest Southern Ry.—Grading has been practically completed on the extension of this line from Morrissey to the bank of the Elk River at Fernie, B.C., and tracklaying was expected to be commenced by the end of Oct. The bridge across the Elk River is under construction. It is reported that the line will be extended to Michel, and that work on the extension will be gone on with early in the new year. A further report states that it is intended to carry this line to a junction with the Alberta Ry. and Irrigation Co.'s line, and that survey parties are in the field at various points between Lethbridge and the Crow's Nest Pass.

Dominion Atlantic Ry.—A press report states that the company proposes to erect a 200-room hotel at Digby, N.S., to accommodate the increasing tourist travel at that point.

Egerton Tramway Co.—The newly completed line of the Egerton Tramway Co., from Westville to Trenton, N.S., was opened for public traffic Oct. 11. The line is 8½ miles long, excluding turnouts, and extends from Westville, along Drummond road to Asphalt, thence to the main street of Stellarton; following the highway the line passes the old Albion mines to the Allan mine, where it enters a private right-of-way across the Acadia Coal Co.'s property, in order to avoid heavy gradients, and proceeding, crosses the East River on a pile bridge 600 ft. long, and reaches Provost St., New Glasgow, where the line branches out, one branch leading to the railway station, and the other leading to the Nova Scotia Steel Co.'s works at Trenton. The line has easy curves and gradients, the gradient in one case only exceeding 5%. The construction work was commenced at Trenton, May 21. The power house and car barn are situated at Stellarton, adjoining the river, and a siding and trestlework have been constructed from the I.C.R., so that coal may be brought in by rail and delivered in front of the boilers with practically no handling. The equipment at the power house consists of three 125 h.p. boilers, two side-crank engines connected to generators of the multipolar compound type, 125 k.w., and two 72 in. centrifugal fans, each driven by 6x6 engines. There are also installed an induced draft system and fuel economizers for the furnaces. The car barn is 32 by 135 ft., built of wood on a stone foundation. It is fitted with a pit for the repair of cars. The company proposes to give a half-hourly service. It has installed a private telephone service between its car barn, power house and all turnouts.

The company was incorporated by the Nova Scotia Legislature, Mar. 27, 1902, the provisional directors being: W. P. McNeil, G. A. Grant, of New Glasgow; C. Fergie, of Westville. The principal promoter, however, was C. Flaherty, of Boston, Mass. The directors and officers are:—President, R. T. MacIlreith, Halifax; Treasurer, G. Perry, Boston, Mass.; other directors: W. B. Rogers, C. Warren, of Boston, and M. Reynolds, of Halifax. The company has power to construct electric railways generally throughout Pictou county, and by an amendment to the act obtained in 1903, was given power to operate steamboats between New

Glasgow, Abercrombie, Lyons Brook and Pictou Landing, or between any two of them. (June, pg. 185.)

Flathead Valley.—Two syndicates interested in coal lands in the Flathead River valley, adjacent to the lands of the Crow's Nest Coal Co., are negotiating for the construction of a railway into the valley to open up their lands. Press reports state that the two syndicates propose to hand over to the projected company 64,000 acres of land in consideration of its constructing a railway and establishing coke ovens. D. C. Corbin is reported to be the principal promoter.

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