

Peterboro and Ashburnham Street Ry.—A Detroit syndicate has acquired the property and franchises of this Co., and the town council has recommended that a 30-years' franchise, with exemption from taxes for 21 years, be granted the purchasers. Mr. Bene, President of the National Construction Co. of Detroit, is interested in the purchase, and it is reported that the line, which has not been operated for about three years, will be put in order, and that cars will commence running again by July 1. It is reported that extensions will be built to Lakefield, 10 miles, and to Chemong Park, 6 miles. (Feb., pg. 60.)

The Port Dover, Brantford, Berlin and Goderich Ry. Co. was authorized at the last session of the Dominion Parliament to change its name to The Grand Valley Ry. Co. The capital of the Co. is \$1,000,000, and bonds may be issued to the extent of \$30,000 a mile.

At the organization meeting held in Galt, May 19, the following directors were elected: President, J. G. Wallace, Woodstock; Vice-President, W. B. Wood, Brantford; Secretary-Treasurer, J. H. Armstrong, Woodstock; other directors: D. W. Karn, H. H. Powell, Woodstock, and W. Turnbull, Brantford.

Surveys are in progress on the section of the line between Brantford and Paris, Ont.; and a contract has been let to the Von Echa Construction Co. for the construction of the line from Brantford, via Paris, Blue Lake and St. George, to Galt. It is expected that the line will be completed to Paris in six months. The head office of the Co. is to be located in Brantford. (April, pg. 145.)

Preston and Berlin Street Ry. Co.—J. Patterson, of Hamilton, is authority for the statement that the construction of the line from Berlin to Preston, Ont., will be commenced early this spring. The Berlin town council has granted Mr. Patterson the necessary right of way in that town, a condition being that the line is to be completed by Aug. 1. (May, 1900, pg. 148.)

Prince Edward Island Ry.—At the recent session of the Dominion Parliament \$30,000 was voted for the purpose of increasing the accommodation at Charlottetown. It is not intended to build a new station at Alberton this year as stated in press reports.

In the House of Commons, May 6, the Minister of Railways stated that W. Kitchen, the contractor for the first 11½ miles of the extension of the line from Charlottetown to Murray Harbor, had been given the contract for the remaining 31½ miles without tender.

The schedule of prices for this additional work was the same as on the original contract, and his action in so placing the contract was approved of by the Cabinet. The prices were reasonable, the contractor was a responsible man, and members of Parliament had pressed for the work to be done. (April, pg. 145.)

Quebec Bridge.—As previously stated, the north abutment, north anchor pier and main pier on north side of channel are completed. At the end of April we were advised that the caisson for the main pier was expected to be completed ready for launching early in May, and that it would be towed to the site of the bridge as soon as the bottom of the river had been dredged level to receive it. No decision has been arrived at respecting the construction of lines connecting with the bridge, or the terminal in Quebec. (Jan., pg. 5.)

Quebec Central Ry.—We are officially informed that it is not intended to construct the projected branch from Scott's to South Quebec, about 25 miles, this year. Surveys will probably be made and plans prepared this season, and construction is likely to be gone on with next year. (Feb., pg. 60.)

The Quebec and Lake Huron Ry. Co., which was incorporated in 1900 to construct a railway from Quebec city to the mouth of French river, Ont., was given permission at the recent session of the Dominion Parliament to lay a third rail on its projected line in order to have a 6 ft. as well as a standard gauge track. It was also given an extension of time for seven years within which it may complete its line.

At an organization meeting held in Quebec the following directors and officers were elected: President, F. Campbell, Bath, N.Y.; Vice-President, Hon. A. Turgeon, Quebec; other directors: R. Larue, J. D. Cameron, C. A. P. Landry, Quebec; J. Drake, New York city; Hon. H. G. Carroll, Fraserville, Que.; Treasurer, H. G. Hablo, New York city; Secretary, Hon. C. Langlois, Quebec. Press reports state that a contract has been let for the construction of the line to R. J. Campbell, of New York, who is reported to have stated that operations will commence at once, and the line will be completed in three years. The surveys, he said, had not been made, but the road will practically follow a straight line, and be 440 miles in length, 335 of which will be in the Province of Quebec and 105 in that of Ontario. At the mouth of the French river it will connect with navigation on Lakes Huron,

Michigan and Superior. R. J. Campbell is vice-president of the Cape Breton Ry. Co., and was associated with W. Seward Webb, President Rutland Rd., A. L. Meyer and others in the original purchase of the South Shore Ry., the Canada Atlantic Ry. and other Canadian companies, which it is understood were being or about to be financed by the Dominion Securities Co. of New York. No subsidy has been voted for this road, and we think any statements as to early construction are at least premature.

The Co. is reported to have deposited \$125,000 with the Quebec Government as an evidence of good faith. (Aug., 1900, pg. 243.)

Quebec Ry., Light and Power Co.—The city of Quebec entered an action in the Recorder's court to recover \$3,000, being a penalty of \$40 a day for 75 days during which the Q.R.L. and P. Co. had failed to construct an electric railway along Champlain st. The Co. took exception to the jurisdiction of this court, but was over-ruled. The Co. appealed to the Superior court and Justice Andrews has given a decision in its favor, and issued a writ ordering proceedings to be discontinued.

The Quebec Southern Ry. Co. was given power at the last session of the Dominion Parliament to construct a railway from St. Robert to Levis, about 90 miles, and to acquire by purchase or lease other lines, which shall be considered as forming part of the Q.S. Ry. as if they had been built by the Co. (Feb., pg. 60.)

The Red Deer Valley Ry. and Coal Co. was incorporated in 1889, to construct about 60 miles of railway from Calgary to the Kneehill coal beds, and from time to time the Co. has been granted an extension of time to construct the line, but no work has been done. At the recent session of the Dominion Parliament an application was made for a further extension of time, but the Railway Committee of the House of Commons reported that it was not desirable to renew the charter, which report was confirmed in the House. In the course of the discussion it was stated that the charter had been acquired by E. Rogers, J. Bain, and other Toronto people, that \$90,000 had been spent on surveys, etc., and that \$50,000 had been deposited with the Government. F. Oliver, M.P., of Edmonton, stated there was nothing in the district to show that even \$1 had been expended, and that all the Co. wanted was the grant of 350,000 acres which was made towards the construction of the line.

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