

money to assist the N.S.E.Ry. by defraying the cost of the right of way.

M. H. Fitzpatrick, who is one of the promoters of the Co., stated recently in Montreal that there will be two sections of the line, the united length being 190 miles, one portion to run from New Glasgow to the Strait of Canso, and the second from Windsor Jct., near Halifax, to a point on the main line south of the strait, the second part being designed to connect with the projected Halifax and South Western Ry. The routes proposed by the Co. do not meet with the approval of the residents of the Musquodoboit valley, or of those in the vicinity of Caledonia in Guysboro county; and petitions have been presented to the Legislature asking the Government in making the contract with the Co. to have the route of the line so altered as to give the service desired by the petitioners.

Press reports are current that W. S. Webb and his associates are endeavoring to secure the charter of the N.S.E.Ry. and to utilize it in connection with the Cape Breton Ry. now under construction and the projected bridge over the Strait of Canso. (Feb., pg. 59.)

Nova Scotia Northern Ry. Co.—T. McMullin, Truro, N.S.; J. Richardson, Kingston, Ont.; and R. J. Campbell, New York, are making application at the current session of the N.S. Legislature for an act incorporating a company under this title to construct a railway from the I.C.R. in Pictou county (the Eastern Extension Ry.) to the Oxford and New Glasgow branch of the I.C.R.; and from the latter branch to the boundary line between Nova Scotia and New Brunswick.

The Ontario Electric Ry. Co. was incorporated at the recent session of the Ontario Legislature. The Co.'s application was amended by the addition of the word "railway" as part of the title, and the curtailing of power to construct branches, and protecting the rights of the municipalities through which the projected line will pass. The capital of the Co. is fixed at \$5,000,000, and power to issue bonds to the extent of \$15,000 a mile is given. (Feb., pg. 59.)

Ontario Ship Ry. Co.—H. Blain, K. Tully, S. C. Wood, J. Flett and J. Blakeley have been named as provisional directors of the company incorporated under the Ontario act of 1892, by an amending act passed at the recent session of the Ontario Legislature, with power to construct a ship railway from Georgian bay to Lake Ontario. The application of the Co. for an extension of time for the commencement and completion of its undertaking was opposed by the Canada National Ry. and Transport Co., which has a charter to construct a standard gauge railway between the same points. The Co. was given an extension of three years on condition that \$50,000 be spent on the project within a year, and its title was changed to the Great Lakes Ry. Co. (Feb., pg. 60.)

Ottawa and Dundas Ry.—An act incorporating a Co. to construct a line of railway 45 miles in length, from Ottawa through the counties of Russell and Dundas to the St. Lawrence river, was passed in 1900 by the Ontario Legislature. An application was made to the Government during the recent session to grant a subsidy of \$3,000 a mile towards its construction. Consideration was promised but the subsidy was not recommended for legislative approval.

The Pembroke Southern Ry. Co., by an act passed at the recent session of the Ontario Legislature, has been given power to extend its line from the northerly terminus at Pembroke to the Ottawa river, and to amalgamate with the Canada Atlantic Ry.; Toronto, Lindsay and Pembroke Ry.; or the Pontiac, Pacific Ry. The Co.'s existing line is now

operated under lease by the Canada Atlantic Ry.

Peterborough Radial Ry. Co.—An act incorporating a company under this title was passed at the recent session of the Ontario Legislature, power being given to construct lines from Peterborough to Chemong, 8 miles; to Lakefield, 11 miles, and to Rice lake, 20 miles; but no branches are to be constructed. The general clauses of the bill were amended so as to conform to the Electric Ry. Act. The

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