

London offices are at 120 Bishopsgate st. Within. Sir Douglass Fox & Partners are consulting engineers. The solicitors in Canada are Gouin, Lemieux & Brassard, Montreal. The London officials of the Co. state that surveys will be commenced early in Jan., and the line, about 140 miles, will be completed in two years.

An application for an act to construct a line from Gaspé basin, to a junction with the I.C.R. at Fraserville, Que., was made at the last session of the Dominion Parliament on behalf of W. Barwick, Toronto; J. B. R. Fiset, Rimouski; O. E. Talbot, Quebec; J. A. Ross, St. Flavie; C. A. Gauvreau, Isle Verte; M. Connelly and J. Q. Perrin, Montreal; A. Colby, New York city. The application met with considerable opposition from the Minister of Railways, the bondholders of the Atlantic and Lake Superior Ry., and a number of private members and was abandoned.

Bangor and Aroostook Rd.—An extension of 52 miles from Ashland to Fort Kent, Me., has been completed and was put in operation Dec. 8. This extension brings the B. and A. Rd. to the St. John river, opposite Fort Kent, N.B., on the St. Francis Branch of the Temiscouata Ry. A. E. Trites, of Salisbury, N.B., had charge of the whole work, and C. Le B. Miles and J. Stewart had contracts for grading 7 miles and a number of sidings on the line.

Bay of Quinte Ry.—Press reports state that 6 miles of line have been completed, and that the new short route between Kingston and Napanee, Ont., has been opened. Hitherto the B. of Q. Ry. reached Napanee over the G.T.R. tracks from Deseronto Jct. Work has been carried on improving the line between Tweed and Yarker, a heavy grade at Enterprise being cut down among other works.

Press reports credit an officer of the Co. with stating that contracts are to be let in the near future for a line from Tweed to Bannockburn, 20 miles, by way of Actinolite and Queensboro'. (Nov., 1902, pg. 381.)

The Brandon and Southwestern Ry. Co. will apply at next session of the Dominion Parliament for an act providing for the extension of its proposed line from Gladstone to Lake Winnipegosis, thence northerly to the Saskatchewan river; to authorize amalgamation with any railway company and extending the time within which it has to commence and complete its undertaking. (March, 1900, pg. 75.)

Brantford St. Ry.—The tracks in the west Brantford section are being raised prior to the inauguration of a regular service. An 80-ft. extension is being built to the power house, in which it is proposed to install a 350-h.p. engine and additional boilers. The cost of these alterations will be \$30,000. (Nov., 1902, pg. 381.)

British Columbia Electric Ry.—The machinery in the car shops at Vancouver has been installed, and the shops will be in operation early this year.

A short extension has been completed from St. Lawrence along Ontario st., Victoria, and the Erie st. section will be torn up. (Nov., 1902, pg. 381.)

British Columbia Monorail Ry.—Application will be made at the ensuing session of the B.C. Legislature to incorporate a company to construct railways upon the monorail system in B.C. F. Moberly, C.E., is one of the promoters of the company, and the notice of application is given by C. H. Lugin, solicitor, Victoria, B.C. Notice has also been given that a Dominion charter will be applied for at the next session.

British Columbia Northern and Mackenzie Valley Ry.—Application will be made at next session of the Dominion Parliament for an act incorporating a company to construct

a railway from Nasoga gulf, at the mouth of Naas river, B.C., by way of the Naas and Stikene rivers to Dease lake; thence to Telegraph creek, and thence by the Liard, Pelly and Stewart rivers to Dawson, Yukon Territory, and a branch from Dease lake to the eastern boundary of the province of B.C. Notice has been given that application will also be made to the B.C. Legislature for an act incorporating a company to construct the line mentioned above. C. H. Lugin, solicitor, Vancouver, is acting for the promoters.

Bruce Mines and Algoma Ry.—The two-mile extension from the C.P.R. tracks to the shore of Lake Huron, via Bruce Mines village, Ont., has been completed. (Nov., 1902, pg. 381.)

Bull Park to Cowley.—Application will be made at the next session of the Dominion Parliament for an act incorporating a company to construct a railway from the North Fork river near Bull Point, to a junction with the Crow's Nest branch of the C.P.R., near Cowley, Alta.

Burke Channel to B.C. Boundary.—Application will be made at next session of the B. C. Legislature for an act incorporating a company to construct a railway from the Pacific coast at Burke channel, to the Pine river pass or the Yellowhead pass, or both, via the Bella Coola river, Palmer's trail and Black water river; thence to the eastern boundary of the province; and a railway from where the above will cross the 125th meridian, to Burrard inlet, with power to construct branches not exceeding 150 miles in length. Robertson and Robertson, Victoria, are the solicitors.

Calgary and Edmonton Ry.—In connection with the termination of the arrangement under which the C.P.R. has been operating the line, and its probable purchase by the C.P.R., extensive repairs to the track are being made. Press reports state that \$100,000 will be expended on the repairs. As to the proposed extension of the line, a number of statements are being made regarding the intention of the Co. The C.P.R. has survey parties working from Strathcona easterly. (June, 1902, pg. 189.)

Application will be made at the ensuing session of the Dominion Parliament for an act authorizing the construction of the following lines: from Wetaskiwin, Alta., easterly for 100 miles; from between Lacombe and Red Deer, Alta., easterly for 100 miles; from Strathcona, into Edmonton, Alta.; from near Edmonton, northwesterly for 100 miles. J. W. Neilson, of St. John, N.B., and T. Bowen, of Calgary, Alta., have been looking over the ground for the Co. See also Manitoba and Northwestern Ry. under C.P.R. betterments, etc.

Canada Atlantic Ry.—An agreement has been arrived at with the city respecting the Elgin st. subway, Ottawa, and a draft order-in-Council prepared. This provides for a subway 60 ft. in width, to be constructed by the C.A. Ry., the Dominion Government providing the steel girders, and the Ottawa Improvement Commission to provide for drainage, lighting and maintenance. The subway is to be completed by Aug. (Aug., 1902, pg. 262.)

Canada Central Ry.—Application will be made at the ensuing session of the Dominion Parliament for an act authorizing this Co. to construct the following additional lines: from near Sudbury to Scotia Jct., thence southerly to Toronto; from a point on the previously authorized line in Keewatin district, to Fort Churchill, on Hudson's Bay; from Tête Jaune Cache, B.C., to Vancouver; from near the Thompson river to Waddington Harbor or Bute Inlet, B.C.; from old Fort Assiniboia to Peace river, and thence to the Portland canal on the Pacific coast. The Co. also proposes to make application to the Ontario Legislature to authorize it to construct such of these

lines as are in Ontario, in addition to those authorized by the act obtained in 1902. The Canada Central Ry. Co. was incorporated in 1902. (June, 1902, pg. 189.)

The Co. has also given notice that application will be made at the ensuing session of the Ontario Legislature for an act authorizing the construction of such of the lines mentioned as are situated in Ontario.

The Canada Fish Co., the provisional directors of which are J. G. Strong, B. E. Bull, W. R. Williams, H. G. Osterhunt and W. G. Francis, all of Toronto, have obtained the right of fishing in Lake Nipigon, exclusive of bass and speckled trout, for 20 years, from the Ontario Government, one of the conditions attached to the contract being that 40 miles of railway from the C.P.R. transcontinental line to the lake is to be constructed.

Cape Breton Ry.—A construction train has been operated from Port Hawkesbury to Grand Ainsie, N.S., 20 miles, and it was expected that the track would be laid into St. Peters by Jan. 1. Stations have been built at Port Inhabitants, White Sides, Grand Ainsie, Sporting Mountain and St. Peters. A branch of about a mile to the Government wharf on St. Peters canal has been completed. The heaviest bridgework was the steel bridge over the River Inhabitants, erected by the Dominion Bridge Co., of Montreal, at a cost of about \$40,000. (Nov., 1902, pg. 381.)

Cape Breton Electric Co.—This project was promoted by B. F. Pearson, of Halifax, and was taken up by Stone & Webster, of Boston, Mass., who have built and now operate a number of street railways in the U.S. The C.B. Electric Co. owns the lighting plant in Sydney (some 9,000 lights), and has built 5 miles of line in Sydney; 3 miles more are projected, but will not likely be built before this summer. It owns the ferry service between Sydney and North Sydney (8 miles apart), and operates three steamboats, running about every half hour. It also owns the electric light plant of North Sydney, and has completed about 5 miles of electric line between North Sydney and Sydney mines. When Stone & Webster took up this project it was their intention to make extensions to Glace Bay and other mining centres in that neighborhood. The Dominion Coal Co., however, owned the bulk of the land through which the proposed extensions would pass, and also owned a steam road connecting all those points with Sydney. It raised objections to the new company invading its territory, and after some months' negotiations a compromise was effected, whereby a new company, the Sydney and Glace Bay Electric Ry., was formed, in which the C.B.E. Co. owns one half the stock, and the Dominion Coal Co. the other half. This Co. has power to extend the tracks from the limits of Sydney to Glace Bay and other points. The franchise was acquired from the municipality of Cape Breton county, and the town of Glace Bay, and runs for 30 years. The length of this road is 21 miles. It is completed from Sydney to Glace Bay, and is operated by the C.B.E. Co. The track is a good one, with favorable gradients, generally laid with 60-lb. T rails on hemlock ties, 3,000 to mile, with 1,800 yds. good broken stone ballast to the mile. The power house is equipped with two 300 K.W. generators, one for lights and the other for railway, driven by two 500 h.p. engines, also a third 500 h.p. tandem compound. This latter engine is at present running lights and also railway when temporarily operated; and is run by a battery of 6 boilers, 150 h.p. each. The smoke stack is 120 ft. high, and 8 ft. diameter. (Nov., 1902, pg. 381.)

Cardiff Ry. Co.—Application will be made at next session of the Dominion Parliament for an act incorporating a company under this title to construct a railway from sec. 31, tp. 6, range 3, west of the 5th meridian, N.W.T.,