

was granted at the current session of the Dominion Parliament for the completion of the additional lines authorized. A deputation from the district asked the Minister of Railways to insist that the proposed line from Sharbot Lake to Carleton Place, Ont., should be completed within a year. (May, pg. 149.)

Klondike Mines Ry.—An act has been passed at the current session of the Dominion Parliament granting an extension of two years for the commencement and five years for the completion of the proposed line from Klondike city to Stewart river, Yukon. (June, pg. 215.)

Kootenay, Cariboo and Pacific Ry.—The Dominion Parliament at its current session passed an act incorporating R. L. T. Galbraith, H. Watt, J. A. Harvey, C. H. Pollen, of Fort Steele, B.C., as a company with this title to construct a railway from Fort Steele, B.C., to a junction with a railway through the Yellowhead Pass. Authority was given to issue bonds to the extent of \$25,000 a mile, and to enter into agreements for the sale or transfer of the line to the C.P.R., the Canadian Northern Ry., or the Kootenay Central Ry. An act was passed at the recent session of the B.C. Legislature giving a provincial charter to the same applicants for a railway between the same points. (June, pg. 215.)

Kootenay Central Ry.—By an act passed at the recent session of the B.C. Legislature the act of incorporation obtained in 1901 is repealed, and a new one given. Power is given to construct a railway from Fort Steele to Elko, and from Fort Steele to Golden, to carry on a telegraph, telephone and express business, to make traffic arrangements with other railways, to promote other companies and to issue bonds to the extent of \$20,000 a mile. The company has also secured an extension of time for the commencement and completion of its line for two and five years, respectively, by an act passed at the current session of the Dominion Parliament. (June, pg. 215.)

Kootenay Development and Tramways Co.—At the last session of the B.C. Legislature an act was passed incorporating a company with this title to construct tramways in the West Kootenay district. Electricity is to be the motive power, and it is proposed to construct the lines on the monorail principle. (June, pg. 215.)

Lake Erie and Detroit River Ry.—Plans are said to have been completed for the construction of a large steel coal chute at Blenheim, Ont. (June, pg. 215.) See Huron, Erie and Buffalo Ry.

Lambton Central Electric Ry.—At the recent session of the Ontario Legislature an act was passed confirming by-laws passed by the townships of Sarnia, Dawn, Enniskillen, Camden, Dresden and the Village of Oil Springs, granting right of way for the company's projected line from Sarnia to Dresden. (April, 1902, pg. 141.)

Lindsay, Bobcaygeon and Pontypool Ry.—An act was passed at the current session of the Dominion Parliament granting an extension of two years for the commencement, and of five years for the completion of the company's projected line from Burketon to Bobcaygeon, Ont. The head office of the company is removed from Lindsay, Ont., to Toronto. Two locating parties have been in the field, one in charge of A. H. N. Bruce, C.E., and the other in charge of A. Brunell, C.E., the office at Lindsay being in charge of J. McCunn, C.E. Trial lines were run between Lindsay and Burketon, on the C.P.R., Montreal-Toronto line, the line between Lindsay and Bobcaygeon having been previously located. The whole work of location was completed June 20, the route passing through Dunsford, between Lindsay and Bobcaygeon; and near Nestleton and Blackstock between

Lindsay and Burketon. The maximum gradient will be 1%, and the maximum curvature 4". It is expected that construction will be started immediately at several points, as the line is accessible from Scugog river and lake, and from Sturgeon lake for some distance south of Bobcaygeon. H. W. D. Armstrong is Chief Engineer.

An agreement respecting the operation of the line has been entered into between the Lindsay town council, the L.B. and P. Ry. Co., and the C.P.R. (June, pg. 215.)

London, Parkhill and Grand Bend Electric Ry. Co.—O. Baird, J. M. and C. A. Gibbs, A. E. Mullin, A. A. McTavish, Parkhill, Ont., were incorporated at the last session of the Ontario Legislature with this title to operate a railway by any motive power except steam, from Lake Huron, near the boundary of Huron and Lambton counties, to London, via Parkhill. The offices of the company are to be at Parkhill, and the line may be constructed in sections: from Grand Bend to Parkhill, from Parkhill to Poplar Hill, and from Poplar Hill to London. The capital is fixed at \$100,000, of which \$40,000 is to be applied to the first section, and \$30,000 to each of the two other sections; and bonds to the extent of \$20,000 a mile may be issued. Connection may be made with other lines, and agreements respecting running powers made.

The Macleod, Cardston and Montana Ry. Co. was incorporated at the current session of the Dominion Parliament. It was given power to issue \$1,000,000 of capital stock and bonds to the extent of \$25,000 a mile of its lines and branches, and to amalgamate with the C.P.R., or with any other railway which runs to the International boundary. It is also authorized to effect junctions with lines at the U.S. boundary. (May, pg. 149.)

Massawipi Valley Ry.—In the action recently brought by this company against J. B. Reed, the Dominion Supreme Court has decided that the company is the proprietor of the lands between the railway fence and the Massawipi river and all construction built by Reed on the west half of the river will be demolished, subject to compensation from the railway company for the actual value of the construction.

Massey Copper Mines.—The spur line from Massey station on the C.P.R. Sault Ste. Marie branch is being constructed by the Massey Station Mining Co. (Ltd.). It commences 500 ft. west of Massey station, and runs to the mines, about 3 miles. The line is being constructed by the company, under the superintendence of Jos. Errington. It is expected that it will be completed about the end of July.

Metropolitan Ry.—The York county council recently passed a resolution suggesting that the company should instal a telephone service in connection with the operation of the line.

Michigan Central Rd.—The St. Thomas, Ont., city council is conferring with the officials of the line respecting the construction of a subway at the Ross st. crossing, and for grade crossings of the company's tracks at Elgin and William streets, for the electric railway owned by the city.

Press reports state that plans have been prepared for the construction of a new station at Gross Isle, Mich., at a cost of \$6,000.

Plans have been filed in the U.S. showing a proposed line to connect the tracks of the Toledo, Canada Southern and Detroit, and Detroit, Delhay and Dearborn divisions, with crossings of the Lake Shore and Michigan Southern and Wabash lines in Wayne county, Mich. (April, pg. 119.)

Middlesex and Elgin Interurban Ry. (Electric).—The application made at the re-

cent session of the Ontario Legislature on behalf of this company to enable it to amalgamate with any other similar company, to acquire stock in similar companies, and to enter into an agreement with the St. Thomas city council, for running rights over the corporation's electric railway, was withdrawn. (May, pg. 149.) See also Southwestern Traction Co.

Midland Terminal Ry.—J. J. Drummond, Midland, Ont.; F. Leeming, Brantford, Ont.; P. Freyseng, Toronto; C. E. Gudewill, R. Wilton, A. K. Fisk, G. E. Drummond, Montreal, were incorporated at the recent session of the Ontario Legislature with this title for the purpose of constructing a railway from Midland to the G.T.R., near Penetanguishene, thence westerly and southwesterly to Perkinsfield, on the G.T.R. The capital of the company is \$500,000, and bonds to the extent of \$20,000 a mile may be issued. Agreements may be made with other companies respecting the hiring or leasing of rolling stock, and the company may enter into agreements with the G.T.R., the C.P.R., the Canada Atlantic Ry., the Manitoulin and North Shore Ry., and the Intercolonial Ry. as to connections, running powers, etc. The line, it is said, is being promoted in the interests of some of the people associated with the Consolidated Lake Superior Co. (May, pg. 149.)

Minnietakie, Lac Seul and Albany Ry.—J. Sykes, H. Holdroyd, Glen Williams, Ont.; W. C. Young, Brampton, Ont.; H. W. Selby, Dinorwic, Ont.; W. R. Payne, J. Porter, J. H. Hall, W. H. Wallbridge, J. Shilton, W. J. Elliott, Toronto, were incorporated at the recent session of the Ontario Legislature, with this title to construct a railway from Dinorwic, on the C.P.R. transcontinental line, to Lake Minnetakie, thence to Lac Seul and via Lake St. Joseph to Fort Hope, on the Albany river, with power to construct branch lines. The capital stock of the company is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$20,000 a mile. The line may be constructed in sections, and agreements may be made with the C.P.R. for the operation of the line, or for amalgamation. (Mar., pg. 95.)

Montreal and Southern Counties Ry. (Electric).—A. J. de B. Corriveau is negotiating with the G.T.R., with a view of obtaining an entrance into Montreal over the Victoria Jubilee bridge, for the system of electric railways he is promoting. It is reported that the Montreal Street Ry. or the Montreal Park and Island Ry. has a charter right to cross the bridge, but Mr. Corriveau states that these rights have lapsed. (June, pg. 217.)

Montreal Terminal Ry. (Electric).—A car service was placed in operation June 3, on the line in the city recently completed by this company. Coming down Cadieux st., the cars turn at the Drill Hall, go up City Hall ave. and across a trestle below St. Norbert st. to Cadieux st. once more, then northward and eastward through Hochelaga ward, down to the tracks leading to Bout de l'Isle. (June, pg. 217.)

Morrissey, Fernie and Michel Ry.—The act of incorporation applied for at the recent session of the B.C. Legislature was passed, with the construction powers applied for therein. (June, pg. 217.)

Nepigon Iron Range Ry.—H. A. Wiley, J. T. Horne, W. F. Langworthy, S. A. Marks and H. Cassels, are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from the northwest corner of Nepigon bay, on Lake Superior, to Black Sturgeon bay, on Lake Nepigon, by way of Black Sturgeon river and lake. (April, pg. 120.)

Nepigon Lake.—At the recent session of the Ontario Legislature a resolution was passed authorizing a transfer of the subsidy