

the Dominion Parliament for an act incorporating a company with this title to construct a railway from the C.P.R. between Port Arthur and Savanne, Ont., through or near Kashabowie on the Canadian Northern Ry., to the International Boundary near Hunter's Island, Ont. Power is also asked to operate steamers, to construct branch lines, to generate electric power, and to use the same for the operation of its line. D. Mills, Port Arthur, Ont., is solicitor for the promoters.

International Ry. Bridge Co. of New Brunswick.—Application is being made at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway bridge or a combined railway and highway bridge across the Restigouche River from Campbellton, N.B., to Mission Point, Que.; to construct a railway across the same and to effect a junction with the International Ry. of New Brunswick at Campbellton, and with the Atlantic and Lake Superior Ry. in Que. A. I. Truman, Ottawa, is solicitor for the promoters, among whom is T. Malcolm, Edmundston, N.B., the principal promoter, and the contractor for the construction of the International Ry. of New Brunswick from Campbellton to the St. John river near Woodstock.

Interprovincial and James Bay Ry.—Application is being made at the current session of the Dominion Parliament for an act authorizing an extension from its present proposed terminus on Des-Quinze river to a point near Lake Abitibi. It is also asked that the name of the company be changed to the Temiscaming and Abitibi Ry. Co. F. A. Gendron, Ottawa, is secretary of the company.

Irondale, Bancroft and Ottawa Ry.—An act was passed at the recent session of the Ontario Legislature authorizing the I.B. and O. Ry. to sell its line and charters to the James Bay Ry. Co., in addition to those already mentioned in its act; and authorizing it to enter into agreements with the G.T.R., the Canada Atlantic Ry., the Pembroke Southern Ry., or the Toronto, Lindsay and Pembroke Ry. A clause was inserted to the effect that the terminal of the railway must always be maintained at Renfrew. (Mar., pg. 78.)

James Bay Ry.—Application is being made at the current session of the Dominion Parliament for an act extending the time for the commencement and completion of the company's lines between Toronto and James Bay, and authorizing the leasing, or purchasing or amalgamation with the Great Northern Ry. of Canada, the Chateaugay and Northern Ry., and the Irondale, Bancroft and Ottawa Ry.

The Ontario Legislature has passed an act authorizing the guarantee of the bonds of the company for 30 years to the extent of \$20,000 a mile at 3½%, in respect of the construction of a railway from Toronto to Sudbury, about 250 miles. The line as projected will pass through Ontario county, east of Lake Simcoe and on Georgian Bay. It will cross the G.T.R. and to Sudbury midway between the G.T.R. and Georgian Bay. It will cross the G.T.R. at one or two places, and the Canada Atlantic Ry. near Parry Sound. The company already has constructed a line 4.50 miles in length from Quebec siding on the C.A. Ry. into Parry Sound. Subsidies in cash and land have already been voted for portions of the line by the Legislature, but these are now cancelled. A Dominion subsidy was voted in 1903 in respect of the line from Toronto to Sudbury. The estimated cost of the line was \$30,000 a mile, with an additional \$2,000 or \$3,000 a mile for equipment. The act provides that work will be commenced at once, and completed within four years, and that the Government will hold as security for its guarantee a first mortgage on the line. The bill provides that running rights shall be given over the line to the C.P.R. from Sudbury to

Toronto, and it was hoped by the Government that the C.P.R. would facilitate a reasonable business arrangement for running rights for the J. B. Ry. over the C.P.R. west of Sudbury.

H. K. Wicksteed, who is in charge of the surveys of the line, in an interview at Parry Sound stated that the engineers were out on survey at various points between Parry Sound and Toronto, but that their work was being very much hampered by bad roads. The location surveys will be gone on with as fast as possible. Generally the projected route would follow the Don river leaving Toronto, and would pass Richmond Hill somewhat to the east, thence to Ballantrae, crossing the Sutton branch of the G.T.R. near Stouffville, thence swinging round to the east side of Lake Simcoe. Thence through Orillia and northerly on the west side of Lake Couchiching, northward to Bala, and then on to a junction with the company's existing line. From Parry Sound to Sudbury the line has been practically located. A plan and profile of the line as located from mileage 72.13 to mileage 109.68 from Parry Sound northerly has been approved by the Board of Railway Commissioners. The sharpest curve is 6° 40'—860 ft. radius—and the steepest gradient 1%. (Mar., pg. 98.)

Joliette and Lake Manuan Colonization Ry.—Application will be made at the current session of the Dominion Parliament for a change of name, and providing for the construction of branch lines, and for an extension of its projected line to Montreal. C. Piche, Montreal, is solicitor for the applicants. (Dec., 1903, pg. 425.)

Kettle Valley Lines.—Surveys are being made for the projected extension from Grand Forks up the north fork of the Kettle River for about 50 miles, to Franklin, which extension was authorized at the last session of the B.C. Legislature. S. A. Davis is engineer in charge. (Jan., pg. 3.)

Kingston and Dominion Central Ry.—Application is being made at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Kingston to Newboro and Westport, Ont.; thence westerly to a point on Georgian Bay between Parry Sound and Midland, with power to construct branch lines, and to acquire wharves, docks, etc., in connection therewith. W. Barwick, Toronto, is solicitor for the promoters.

Lac Seul, Rat Portage and Keewatin Ry.—At the recent session of the Ontario Legislature an act was passed authorizing the construction of a branch from the projected line near Rat Portage, Ont., northwesterly, to intersect the proposed National line from Winnipeg to Quebec. Power was also given to conduct a general navigation business on the lakes and rivers adjacent to the line of railway. The L.S., R.P. and K. Ry. was incorporated in 1903 by the Ontario Legislature to construct an electric railway from Lac Seul via Rat Portage and Keewatin to Shoal Lake, Ont., with power to construct 12-mile branches. C. W. Chadwick, A. M. Hay, A. H. Edmison, C. E. Neads, A. M. Rose, J. R. Bunn and A. J. Parsons are incorporators and provisional directors.

Lake Erle and Detroit River Ry.—Application is being made at the current session of the Dominion Parliament for an act authorizing the construction of a branch line from near Walkerville to the navigable waters of the Detroit river at or near Sandwich, Ont. Power is also asked to construct wharves and operate ferries on the river. (Mar., pg. 78.)

Leamington and St. Clair Ry.—Application is being made at the current session of the Dominion Parliament for an act declaring this line to be for the general advantage of Canada, and to consolidate the same with the Canada Southern Ry. The railway extends from Leamington to St. Clair, Ont., 15.95

miles. It was constructed under an Ontario charter, and has been operated under lease by the C.S. Ry., which in its turn is controlled by the Michigan Central Rd.

Lindsay, Bobenyeon and Pontypool Ry.—Tracklaying was commenced towards the end of May, and is expected to be completed in June. Grading in Lindsay, to the station and yard, was completed early in May, and work on the sidings, 2,700 ft. in length, was then gone on with. Station buildings at Lindsay and Nestleton, a water tank, five miles north of Burketon, were about completed, and the decking of the bridge across the East Creek, about five miles south of Lindsay, had been completed. It is expected to have the line completed ready for operation by July 31. (Feb., pg. 61.)

London Belt Line.—Arrangements have been completed for the construction of the necessary lines for the interswitching of freight between the G.T.R. and the C.P.R., and work will be started on laying the tracks at an early date.

London Street Ry. (Electric).—The company decided not to contest decisions in the recent action, and has relaid the line on Rectory Street, and will take up that laid on Beaconsfield Avenue. (Mar., pg. 78.)

Malbou and Gulf Ry.—The Nova Scotia Provincial Engineer in his last annual report stated that on Oct. 29, F. R. Page, Chief Engineer, wrote to say that construction had been stopped for the season, and would not be restarted until spring. Eight miles of line has been constructed from the coal mines to the shipping pier, and to a crossing of the line of the Inverness Ry. and Coal Co. Plans have been submitted for a further section of the line from the crossing of the I. Ry. and Coal Co.'s line, to Orangedale, on the Inter-colonial Ry. (Jan., pg. 3.)

Melita, Regina and Edmonton Ry.—Application is being made at the current session of the Dominion Parliament for an act incorporating a company for the purpose of constructing a railway from Melita, Man., northwesterly to Regina, Assa., thence to the Elbow of the South Saskatchewan River, thence by the most direct route practicable to Edmonton, Alta., and from Melita southerly to the International Boundary in tp. 1, range 25, west of the first principal meridian, with power to construct branch lines. Crerar & Campbell, Melita, Man., are solicitors for the applicants.

Middleton and Victoria Beach Ry.—See Halifax and South-Western Ry.

Midland Ry. of Nova Scotia.—At the annual meeting recently held it was decided to apply to the Nova Scotia and to the Dominion Governments for subsidies in aid of the proposed extension of the line westward from Windsor to a point on the Halifax and South-Western Ry. between Middleton and New Germany. Arrangements are being made for the surveys on this extension. It was also reported a draft contract with a contractor had been prepared for the construction of the proposed line from Truro to Northumberland Strait, but no action was taken thereon. The contractor's engineers are going over the route, and when they have completed their surveys the matter will be taken up again by the directors. (Jan., pg. 5.)

Moncton.—An application has been made by C. Brandeis, of Montreal, to the city council of Moncton, N.B., with a view of opening up negotiations respecting the construction and operation of an electric railway there.

Montreal, Nipissing and Georgian Bay Ry. J. H. Kennedy, of St. Thomas, Ont.; J. Peterson, A. E. Osler, of Toronto; J. H. Taylor, of York township, Ont.; R. L. Dillon, of Montreal, are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to con-