

in which this syndicate is engaged in Canada. M. H. Regensburger, counsel to the syndicate, recently purchased 85 acres of land at Longueuil from the Government, fronting on the river, for \$31,000, for the southern terminal of the proposed bridge. The bridge which the syndicate proposes to erect will, according to the *Railway World*, be upwards of 8,000 ft. in length, and will be the largest bridge of its kind in the world. Provision will be made for two parallel steam railway tracks, two parallel electric railway tracks, a vehicle highway at either side of these tracks, and a wide footpath at both sides. This is to cost \$6,000,000, and is to give entrance to several railways which have already applied for running rights over it into the city of Montreal. (Feb. pg. 59.)

The Montreal and Southern Counties Ry. Co., which was incorporated by the Dominion Parliament in 1897 to construct a railway from Chambly to Sherbrooke, Que., with considerable powers as to amalgamating with or acquiring other lines; and which secured an act amending its powers, and authorizing it to operate its lines by electricity, in 1898, is making application at the current session of the Dominion Parliament for an act granting further extension of time. It also desires power to engage in a general navigation business.

Montreal Park and Island Ry.—It is reported that all the Co.'s lines, including the Back River, Lachine, Cartierville, and Mountain divisions, are to be lifted, rebalasted and new ties put in, with a view of improving the service. Improvements will also be carried out at the power house by two additional boilers, two more engines, and two new dynamos.

The Montreal Terminal Ry. Co. is making application at the current session of the Quebec Legislature for an act confirming and extending the rights now possessed for constructing electric lines in Montreal and adjoining municipalities.

The approval of the Railway Committee of the Privy Council has been given to the Co.'s proposed branch line through the village of Delorimier.

The Co. is making an application to the Railway Committee of the Privy Council with a view to securing an entry into Montreal. The city council does not object to granting an entrance, but contends that it has the power generally and under the M.T.Ry.Co.'s act to fix terms and conditions. The Co. originally had a charter for an elevated railway, obtained from the Dominion Parliament in 1894, and in 1899 it was given power to operate its lines by electricity and on such streets as might be designated by the city. The Co. contends that its statutory powers give an entrance to the city and that the terms proposed by the city are unreasonable.

The M.T.Ry.Co. has submitted a proposal to the Montreal Harbor Commissioners to construct a series of elevated and surface railway tracks connecting the G.T.R. at Victoria bridge, with the C.P.R. at Berri st., with all necessary spurs and sidings. No action has been taken on the matter, but the plans have been submitted to the Minister of Public Works.

The Morrisburg Electric Ry. Co. was incorporated at the recent session of the Ontario Legislature, the powers asked for in regard to steamers and ferries being struck out, and limiting any telegraph and telephone lines to be erected to the Co.'s own use. (Feb., pg. 59.)

Mount Sicker Ry.—The difference between the owners of this line and the Esquimalt and Nanaimo Ry. Co. in regard to the crossing of the latter's line by the bridge carrying the M.S. Ry. tracks, is said to have arisen on account of the height of the false work. This the E. and N. management claim was not as

high as is required by law. The Railway Committee of the Privy Council is to be appealed to to settle the matter. (Feb., pg. 59.)

Musquodoboit Ry. Co.—See Nova Scotia Eastern Ry. Co.

Nepigon Ry. Co.—The act of the Ontario Legislature of 1898 incorporating this Co. was amended at the recent session by inserting as incorporators the names of F. S. Wiley, A. J. McComber, J. Whalen, of Port Arthur, Ont.; N. W. Rowell, J. G. Shaw, Toronto, and P. Weidner, Detroit, Mich. The location of the line is defined as being from Nepigon bay, or from the C.P.R. transcontinental line at Nepigon station, northerly to Lake Nepigon, thence northeasterly to James' Bay, with a branch from the main line into Port Arthur; and the Co. is given power to amalgamate with or enter into agreements with the Algoma Central and Hudson's Bay Ry. Co., the Canadian Northern Ry., as well as with the C.P.R. An extension of time for three years is given within which work on the line has to be started. The Ontario Legislature at the recent session voted a subsidy of \$42,000 for the first 14 miles of this line.

New Brunswick Coal and Ry. Co.—The scarcity of labor and the early frost prevented the completion of grading on the 15 miles of line from Chipman to Newcastle, N.B., but we are informed that it will be ready for traffic by June 30. The bridges on this section are being built of hard pine. No contract has been let for the construction of the balance of the line from Newcastle to Gibson, the Co. devoting its attention to surveying and testing its coal fields. (Feb., pg. 59.)

New Ontario Central Ry. Co.—P. Livingstone, C. R. Dunsford, and B. McConnell, of Morden, Man., F. Crandell and H. O'Leary, of Lindsay, Ont., were incorporated at the recent session of the Ontario Legislature under the above title, to construct a railway from the C.P.R. transcontinental line between Wabigoon and Eagle River, to the west end of Lac Seul; and one or more branch lines not to exceed in any one case 12 miles in length. The capital of the Co. is fixed at \$250,000, and power is given to issue bonds to the extent of \$20,000 a mile. The line may be constructed in 10 mile sections; electrical power may be developed, and used for operating the line; and a general navigation business may be engaged in on navigable waters reached by the railway. The Co. has power to enter into agreements with the C.P.R. for amalgamation and otherwise.

The Niagara, St. Catharines and Toronto Ry. Co. is making application at the current session of the Dominion Parliament for an act giving an extension of time for the completion of its lines, and granting authority to acquire stock or bonds or other securities of any electric railway or navigation company with which it has connection, or to guarantee the same, and to issue bonds upon its vessels.

Surveys have been made with a view to the extension of the Co.'s line from St. Catharines to Hamilton, which it has power to do under its charter, but C. J. Myles, President of the Hamilton, Grimsby and Beamsville Ry., says that the franchise which the N. St. C. and T. Ry. secured from the county of Lincoln to build such a road has lapsed. (Feb., pg. 59.)

Nipissing and Ottawa Ry. Co.—J. Pearson, W. Clarke, J. H. Denton, Toronto; J. H. Taylor, of York township, are applying at the current session of the Dominion Parliament for an act incorporating a company under this title to construct a railway from the southeast end of Lake Nipissing across the township of Ferris to Trout lake, thence through the townships of French and Phelps, thence to the Ottawa river, near the Opemicon river. The Co. asks power to carry on a general navigation business on the waters reached by its railway.

North Colchester Ry.—The construction of a railway from Truro to Brule Harbor, N.S., has been projected and surveys have been made of several routes, the most recent being in 1901 by W. G. Yorston, C.E., Truro. We are informed that it is not likely that a charter will be applied for at the present session of the N.S. Legislature; that the Midland Ry. of N.S. has the franchise to build the North Colchester railway, and that that Co. will probably take the matter up pending negotiations now in progress.

The route projected for the new line was considered in 1860 for the I.C.R., but other lines were favored. It is claimed that it would give the shortest connection between Halifax and Charlottetown, P.E.I., the route by Truro and Brule Harbor being 129 miles, against 175 via Truro and Pictou. The length of the proposed line is 38 miles, the worst feature of the route being the crossing of the Cobequid mountains at an elevation of about 600 ft.; but there is a shorter route which would cross the mountains at an elevation of about 800 ft. The N.C.Ry. will be an expensive line to construct and to operate. F. W. W. Doane, C.E., made a complete survey of the country and prepared a report in 1890, which survey has been gone over by H. Donkin, C.E., reporting to the Premier of N.S., and W. G. Yorston, reporting to F. A. Laurence and B. F. Pearson, of Halifax, who are interested in the promotion of the line. (Feb., pg. 59.)

The Northern Colonization Ry. Co. is making application at the current session of the Dominion Parliament for an act to extend the time for the commencement and completion of its undertakings; to ratify certain agreements, to authorize the construction of branches and extensions of its line; and for other purposes. (June, 1901, pg. 175.)

Northern Michigan Ry.—It is reported that the line between St. Ignace and Sault Ste. Marie, Mich., for which plans have been filed with the state railway department, will be completed in Aug.

The Northern Pacific Ry. Co. secured two charters authorizing construction of a large mileage of railways in Manitoba. One of these, the Manitoba Central Ry., was obtained in 1901, and the other, the Manitoba, Midland and Western Ry., came before the Legislature at its recent session for renewal. This bill was defeated when it came before the Railway Committee. On behalf of the promoters of the bill it is claimed that the building of 900 miles of railway, for which no subsidies would be asked, has been prevented; while the Winnipeg Telegram, the Provincial Government newspaper, says: "The N. P. now has a charter under which it can build. If it wants to build it can do so, and its building will be welcomed by the Government and by everyone in the Province. If the N.P. wishes to build lines in this Province it will receive all the encouragement it needs. But there is absolutely no evidence to show that the N.P. has altered its intention expressed last year, to build no more lines in this Province. It was only after the company had declared that it would do nothing more in the way of railway construction or reduction of rates that the Government decided to take over the road. If the Co. has changed its mind within the year, it can proceed to build at once. It has a charter and will get all reasonable encouragement from the Government and the people." (Feb., pg. 59.) See also Manitoba, Midland and Western Ry.

Nova Scotia Eastern Ry. Co.—Application is being made at the current session of the N.S. Legislature for an act confirming the amalgamation of the Musquodoboit Ry. Co. with the N.S.E.Ry.Co., under the above title. An act is also being applied for by the county council of Halifax authorizing it to borrow