

Forest fires in Quebec province are responsible for the burning of the stations at Ashton Jct. and Forestdale.

A train service was put in operation June 22 on the new branch from the main line at Riviere Ouelle station to St. Denis wharf, on the St. Lawrence, about $6\frac{1}{4}$ miles. The steamer Admiral, lately on the Baie des Chaleur route, will make several trips a day between St. Denis wharf and Murray Bay. The new branch and the steamer service gives a short route between Montreal and Murray Bay. Hitherto Murray Bay has been reached by the Richelieu and Ontario Navigation Co.'s steamers only. (June, pg. 215.)

Interprovincial and James Bay Ry.—

The Dominion Parliament passed an act at the current session extending until May, 1905, the time within which construction on the projected line from Lumsden's Mills, on the Kippawa branch of the C.P.R., to Des Quinze river, Que., may be commenced, and until May, 1910, the time within which the line may be completed. (April, pg. 119.)

James Bay Ry.—Press reports state that a good line from Parry Sound, Ont., has been located as far as Deer Lake.

The Joliette and Lake Manuan Colonization Ry. has been incorporated at the current session of the Dominion Parliament to construct a railway from Joliette to Lake Manuan, Que., and to carry on a general navigation business on any navigable waters reached by its line. It may enter into agreements with the C.P.R., the Great Northern Ry. of Canada, or the Montreal Terminal Ry., by which its line may be leased or absorbed. The capital of the company is \$1,000,000, and it may issue bonds to the extent of \$25,000 a mile. Construction is to be commenced within two years, and completed within five years. (May, pg. 149.)

Keewatin and Ontario Ry.—The application of D. C. Cameron, M.P.P., Rat Portage, Ont., E. T. Carter, J. Alexander, R. F. Lord and G. H. Worthington, at the recent session of the Ontario Legislature, for the incorporation of a company to construct a railway from the western boundary of Ontario to Rat Portage, and thence to the mouth of the Albany river, with power to construct a number of branches, was withdrawn by the promoters. (May, pg. 149.)

Kingston and Frontenac Ry.—Jas. Gillies, Carleton Place, Ont.; Jno. S. Gillies, A. E. de Renzy, McNab township, and A. McLellan, Ottawa, were the applicants for incorporation with this title at the recent session of the Ontario Legislature. They are interested in extensive marl deposits around Loughboro lake, and propose to construct a railway, to be operated by steam or electricity, from Kingston to the marl pits, and from the lake at the pits to a junction with the Kingston and Pembroke Ry. It is also proposed to operate steamers on the lake. Preliminary surveys for the railway are reported to have been made by Mr. Mitchell, a Kingston engineer. (June, pg. 215.)

Kingston and Gananoque Electric Ry.—The act of 1895, incorporating the Kingston and Gananoque Electric Railway Co., was revived at the recent session of the Ontario Legislature. The provisional directors named in the new act are: J. M. Campbell, C. E. Britton, E. L. Atkinson, W. J. Gibson, J. C. Judd, J. B. McArthur, C. J. Sewell. The company may issue bonds to the extent of \$20,000 a mile, and may make arrangements for running powers, etc., with the C.P.R., the G.T.R., or the Brockville, Westport and Sault Ste. Marie Ry. The title of the company was changed to the Kingston, Gananoque and Perth Electric Ry. Co., and its powers so far as the operation of a telephone line are concerned were limited to the operation of its railway. (May, pg. 149.)

Kingston and Pembroke Ry.—An extension of time for a further period of five years



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