

Atlantic & Lake Superior Ry.—The big steel bridge over the Bonaventure river has been completed and approved of by the Dominion engineers, and the masonry for the abutments and pedestals of the steel trestle at Rosseau is contemplated. The erection of the steel superstructure will be commenced at once. The trestle work is about 350 ft. in length and 60 ft. high. The steel work for the remaining two bridges is on the ground, and the work of construction, finishing up the line to the 100th mile, 2 miles beyond New Carlisle, is being pushed. C. R. Scoles is the contractor as well as General Manager of the Co. (Dec., 1901, pg. 354.)

The Trustees of the bondholders give notice that application will be made to the Dominion Parliament, at its ensuing session, for an act to extend the time for the completion of the Co.'s undertakings.

Aylmer, St. Thomas and London Electric Ry.—J. C. Dance, South Dorchester; G. A. Anderson, St. Thomas; J. W. Cooke, Ingersoll; G. Sutherland, Chicago; and A. T. Hobbs, London, are making application at the current session of the Ontario Legislature for the incorporation of a Company under this name to construct a railway from Aylmer to London, passing through the townships of Malahide and Yarmouth and the city of St. Thomas, in Elgin county, and the township of Westminster, in Middlesex county; and to construct a branch from St. Thomas to Port Stanley. The capital of the Co. is fixed at \$500,000, of which \$150,000 is to be applied to the construction of the section of the line from Aylmer to St. Thomas; \$200,000 for the section between St. Thomas and London, and \$150,000 for the branch to Port Stanley; and power is asked to issue bonds to the extent of \$5,000 a mile of the line constructed. The lines are to be commenced within two years, and completed within five years after the passing of the act.

The Belleville Traction Co.'s line has been sold to Alford & Lewis, of Belleville, who will, it is said, extend it. (Oct., 1901, pg. 307.)

Brantford St. Ry.—An agreement has been made with the Von Echa Construction Co. by which the railway proposed to be built by it from Paris to St. George, Ont., will have running rights over the city lines. As a result the application of the syndicate for a city charter has been withdrawn.

B.C. Electric Ry.—The Victoria, B.C., Council has ordered the construction of a stone bridge at Port Ellice in place of a steel bridge, as at first proposed. It is proposed to lay a double-track for electric cars over it.

British Columbia Rys.—The B.C. Government, through Hon. W. C. Wells, Chief Commissioner of Lands and Works, has retained J. N. Greenshields, K.C., of Montreal, as its agent for conducting negotiations with the Dominion Government respecting railway developments in that province. Mr. Greenshields and D. D. Mann, of Mackenzie, Mann & Co., had an interview at Montreal, Jan. 20, prior to the former's departure for B.C., to discuss the railway situation with the Government there.

The B.C. Government desires the two Governments to work together in promoting railway development in the province, and to arrive at an understanding as to what lines are to receive subsidies during the current year. Mr. Wells favors the completion of the Canadian Northern Ry. to the coast, the construction of the Coast-Kootenay Ry., the Vancouver Island Ry., and the improvement of the terminal facilities in Vancouver and Victoria, and desires to get Dominion co-operation in having them built. He is also, it is said, desirous of securing Dominion aid towards the construction of the bridge over the Fraser river at New Westminster.

Hon. J. Dunsuir, the Premier, has written Sir Wilfred Laurier, setting forth the same line of policy, and has addressed a letter to the electors of the Province giving reasons why this policy had been decided on, and stating that the Government's action in regard to the Victoria, Vancouver and Eastern Ry. proposals was to ensure the construction of a line through the Similkameen country, and to have competition. The V.V. and E. Ry. Co. desired to build 30 miles at each end of the proposed line, earn the subsidy for the 60 miles, and wait for the granting of a Dominion subsidy before building the intervening portion of the line. The B.C. Government desired to have the whole line constructed, and would have given the subsidy to the V.V. and E. Ry. Co., had it been prepared to accept it on these terms. The B.C. Government proposed to the Dominion Government that the line through the Hope Mountains be built as a joint government undertaking, all companies being given full and equal running powers over it, on similar terms to those proposed in the case of the bridge at New Westminster.

The Bruce Mines and Algoma Ry. has been completed from Bruce mines, on the C. P.R.'s Sault Ste. Marie branch, to the Rock Lake copper mines, about 15 miles, and shipments of concentrates have been made over it from the mill at Rock Lake. It is proposed to extend the line for a further distance of 15 miles to open up other mines, and the Co. is asking the Ontario Government to grant a subsidy for this purpose at the rate of \$3,000 a mile. (Dec., 1901, pg. 353.)

The Calgary and Edmonton Ry. Co. gives notice that it will apply at the ensuing session of the Dominion Parliament for an act to revive its power to extend its railway southerly to the International boundary. By the Co.'s act of incorporation, passed in 1890, it was empowered to construct a line from Calgary to Edmonton, and extend south to the International boundary, and northerly to the Peace river. The line has already been built from Calgary to Edmonton, 190.97 miles, and from Calgary towards the International boundary as far as Macleod, 104.10 miles.

Canada Central Ry.—T. H. Johnson, solicitor, Winnipeg, gives notice of application to the Dominion Parliament for an act to incorporate a company to construct a railway commencing near the mouth of French river, Ont., north-westerly to near Wahnapietee lake, thence northerly to near the head waters of the Montreal river; thence north-westerly to the Albany river, in Ontario; thence north-westerly through the district of Keewatin and Manitoba to lake Winnipeg; thence northerly and westerly by way of Prince Albert, Sask., and Edmonton, Alta., to Tête Jaune Cache, B.C.; thence southerly by North Thompson river and Kamloops, to near Princeton; thence westerly to New Westminster; thence north-westerly to Vancouver, with further power to construct and operate a line from the south or east coast of Vancouver island to Victoria; and with power to construct lines from Tête Jaune Cache westerly to Port Essington or Port Simpson; from some point in Ontario to Port Arthur and Fort William; from between Kamloops and Princeton, B.C., to Grand Forks, B.C.; and from near North Thompson river to Ashcroft and Anderson lake, B.C. Application is also being made by Mr. Johnson to the Ontario Legislature for the incorporation of a company to construct such portions of the lines mentioned as are situated within the province of Ontario.

Canada Western Ry. Co.—N. W. Rowell, solicitor, Toronto, gives notice of application to the Dominion Parliament for an act to incorporate a Co. under this name, to construct a railway from near Fort Frances, Ont., by way of Rat Portage or Rossland, the English river and God's lake to or near Port Nelson on

Hudson's Bay, with power to operate telegraph and telephone lines. (Jan., pg. 1.)

The Cape Breton Electric Co. (Ltd.), commenced laying its tracks Jan. 13, on the Esplanade, Sydney, N.S., under the old Reserve pier belonging to the Dominion Coal Co., at the point where the D.C. Co.'s tracks cross Prince St., and at the Reserve mines. The D. C. Co. has had the rails laid across the old Reserve roadbed removed, claiming that the Electric Co. had no power to lay them without legislative authority. The C.B.E. Co. is incorporated by the N.S. Legislature, and has secured franchises from the Sydney and Glace Bay town councils, as well as from the intervening municipalities to lay and operate an electric railway. The Co. is erecting its power-house, and the construction of the car stables will be commenced shortly. (Oct., 1901, pg. 306.)

Cape Breton Ry. Extension Co.—We were officially informed on Jan. 9, that 5 miles of track had been laid from Port Hawkesbury, and that 1,500 men were employed on the grading of the remaining 25 miles to St. Peters. The contractors on this section are: Cote & Sherwood, Sault Ste. Marie; J. L. Sutherland, New Glasgow, N.S.; J. Mackey, Grande Anse, N.S.; M. McDonald, Moncton, N.B.; Archibald & Sutherland, Port Hastings, N.S.; S. E. Phippen, Cornwall, Ont.; and M. J. O'Brien, Renfrew, Ont. Plans for the extension from St. Peters to Louisburg, about 80 miles, will be completed in March, and construction will be gone on with immediately thereafter. Surveys are being made for the construction of a branch line from Grande Anse, on the Hawksbury-St. Peters section, to Arichat, about 12 miles. It is reported that the Co. has placed an order for steel rails, and that a large area of land has been purchased in Louisburg, at a cost of \$25,000, for terminals. It is also reported a contract has been let for the construction of an iron bridge on concrete piers over the river Inhabitants. (Jan., pg. 1.)

The Central Ontario Ry. contemplates the extension of its line from Bancroft to Whitney, on the Canada Atlantic Ry., about 40 miles.

The Continental Ry. proposes to build a railway from War-road, Minn., on the Manitoba and south-eastern section of the Canadian Northern Ry., to Kansas City, Mo., and has filed maps showing the proposed route, with the Minnesota Railroad and Warehouse Commission. W. G. Smith, of Des Moines, Iowa, is President of the Co.

Cornwall Electric Street Ry.—Maclennan, Cline & Maclennan, solicitors, Cornwall, Ont., acting for the trustees of the bondholders, are applying to the Ontario Legislature at the current session for an act permitting them to operate the railway. The trustees, who represent the Sun Life Assurance Co. of Canada, entered into possession under a deed of foreclosure dated June 4, 1901.

The recently acquired power-house has been fitted with a 35 in. turbine, driven by a 22 ft. head of water. This operates 2 dynamo-strait current 150 k.w. of 500 volts each, which gives ample power. The old steam plant is to be kept in working order for emergencies.

Application is being made by G. S. H. Ewing, A. Macpherson, M. McKenzie, J. Tasker and J. P. Cleghorn, Montreal, for incorporation under the Ontario Companies' Act as the Cornwall Electric Ry., Light and Power Co., for the purpose of operating the Cornwall St. Ry., to generate power, to manufacture street cars, and to operate a park in connection with the railway.

Crow's Nest Southern Ry.—The grading of the track from the International boundary at Tobacco Plains to Fernie, is not yet completed, but track laying is proceeding on the