

building the line are made by that time. The lapsed charter was for a line from the O.A. & P.S. Ry. at Carp, 20 miles west of Ottawa, through Almonte & Lanark to Bridgewater, Hastings Co., where connection was to be made with the since disused Madoc branch of the G.T.R. Mr. Bell says this would make the shortest possible line, with least work required, from Ottawa to Toronto, & adds that the country through which the line would pass is generally easy for railway building, especially as it was intended to utilize some 40 miles of the grading done by the intended Toronto & Ottawa Ry.

East Kootenay.—Notice is given of application to the B.C. Legislature to incorporate a company to build a railway from some point on the B. C. Southern Ry. between Wardner & Cranbrook, or at either of those places, to St. Mary's River; thence along the St. Mary's River to or near North Star mine; thence along the St. Mary's River to Kootenay Lake, with power to extend the line easterly to Fort Steele; & also from a point on the line of the railway so to be built to Upper Arrow Lake; & from a point on the last-mentioned line, via Windermere, to Golden, on the Columbia River, & with other powers.

Edmonton District.—Application will be made to the Dominion Parliament by this Co. next session for power to construct a railway from some point on the line which it is already authorized to construct, either to Yellow Head Pass, to Peace River Pass, or to a port in British Columbia, or to connect with a railway which the British Pacific Ry. is authorized to construct, with authority to construct a branch line to the navigable waters of the Yukon River, to change the name of the Co. to that of the Edmonton, Yukon & Pacific Ry. Co., to declare valid the organization of the Edmonton District Ry. Co., & for other powers.

Fort Simpson to Telegraph Creek.—Notice is given of application to the B.C. Legislature to incorporate a company to build a railway from or near Fort Simpson to or near Glenora or Telegraph Creek, & for other powers.

Haliburton, Whitney & Mattawa.—Gordon & Sampson, solicitors, Toronto, give notice of application to the Ontario Legislature to incorporate the H. W. & M. Ry., with power to build a railway from or near the present terminus of the G.T.R. at Haliburton, Ont., to the Ottawa, Arnprior & Parry Sound Ry. at or near Whitney, thence northerly to or near Mattawa, & with other powers.

Hamilton & Caledonia.—Nesbitt, Gauld & Dickson, solicitors, Toronto, give notice of application to the Ontario Legislature for the incorporation of the H. & C. Ry. Co., with power to build a railway from Hamilton to Caledonia, Ont., & to extend it to Cayuga, to Selkirk, & to the shore of Lake Erie, & with numerous other powers.

Kitimaat.—Notice is given of application to the B.C. Legislature for an act to amend the "Kitimaat Ry. Act, 1898," by conferring on the Co. power to construct the railway authorized by that act from the head or north end of Kitimaat Inlet north to Copper River, & east to the telegraph trail; thence south & east to the south end of Babine Lake; thence north & east to Germansen Creek at or near its confluence with Omenica River in latitude, approximately, 55.47 north, in lieu of the route originally prescribed, & branch lines in connection therewith, & with other powers.

Kootenay & Northwest.—McPhillips & Williams, solicitors, Vancouver, give notice of application to the B. C. Legislature to amend the Kootenay & Northwest Ry. Co.'s Act, 1898, by confirming & consolidating in that Co. all the powers granted by the East Kootenay Ry. Act, 1897, to the E.K.R. Co., & granted by the Southeast Kootenay Ry.

Act, 1898, to the S. E. K. Ry. Co., & purchased by the K. & N. W. R. Co., & to extend the times limited in the acts for the commencement & completion of the works, & extending the time of giving any security for 3 years, & for extended powers. The owners of the charters are L. Hirsch & others, of London. Eng.

Lake Winnipegosis to Edmonton.—J. H. Coburn, solicitor for applicants, gives notice of application to the Dominion Parliament for an act authorizing the building of a railway from Lake Winnipegosis to or near Edmonton, Alb.

Lindsay, Bobcaygeon & Pontypool.—Notice is given of application to the Dominion Parliament to revive & amend the act to incorporate the L., B. & P. Ry. Co., to extend the time for commencing & completing the railway, also to reduce the capital stock, & for other purposes.

Lytton to Quesnelle River.—Notice is given of application to the B. C. Legislature to incorporate a company to build a railway from the C.P.R., near Lytton up the Fraser River Valley, to or near the mouth of Quesnelle River, with other powers.

The North Star & Arrow Lake Ry. Co. gives notice of application to the B.C. Legislature for an act to amend its act of incorporation granted last session. This act empowers the Co. to build a railway from Cranbrook, B.C., or some convenient point where the Crow's Nest line crosses the Kootenay River, up the St. Mary's River to or near the North Star mine, thence along St. Mary's River to Kootenay Lake, with a branch to Upper Arrow Lake. Power is now sought to also build from or near Fort Steel to Golden. The act of 1898 provides that the Co. shall within 6 months of its passing deposit with the B.C. Government \$5,000 as security that it will expend not less than \$10,000 in surveys or construction before June 30, 1899. It is sought to extend both the periods above mentioned by one year. W. Mackenzie, Toronto, & D. D. Mann, Montreal, are the principal incorporators of the Co.

Ottawa to Meach's Lake, &c.—G. E. Kidd, solicitor for applicants, gives notice of application to the Dominion Parliament to incorporate a company to build a railway or tramway, operated by steam, electricity or other motive power, from Ottawa, Ont., through the Township of Nepean, by Kingsmere to Meach's Lake, Que.; with branches to Hog's Back & Graham's Bay, in the Township of Nepean, & the town of Aylmer & city of Hull; also to build a railway, foot passenger & vehicular bridge across the Ottawa River from the Township of Nepean to the Township of Hull, at or near the Remous Rapids.

Pacific Yukon Ry. & Navigation Co.—Notice is given of application to the Dominion Parliament to incorporate a company under this name, to build a railway from or near Pyramid Harbor, near the head of Lynn Canal, or from a point on the International Boundary, near Lynn Canal, through the Chilkat Pass to Dalton's Post on the Alsek River, thence to below Five Finger Rapids on Lewes River, & with other powers.

Quesnelle Forks to Hazelton.—Notice is given of application to the B.C. Legislature to incorporate a company to build a railway from or near Quesnelle Forks to or near Hazelton, near the junction of the Wat-sau-Kwa or Buckley & the Skeena Rivers.

Revelstoke to Atlin Lake.—Notice is given of application to the B.C. Legislature to incorporate a company to build a railway from or near Revelstoke, northerly through the valleys of the Columbia, Canoe, Fraser & Parsnip Rivers to the 56th parallel of latitude, thence to the northerly boundary of B.C. to a

point on or near the Liard River, or westerly to the northerly boundary at or near Atlin Lake.

Skagway to Dawson.—Col. Domville, M. P. for Kings, has, according to a cable despatch, recently stated in London, Eng., that the Dominion Government will propose a State-aided railway from Skagway, via the Dalton Trail, to Selkirk & Dawson. This lacks confirmation.

Spence's Bridge to Nicola.—Notice is given of application to the B.C. Legislature to incorporate a company to build a railway from or near Spence's Bridge, along the Nicola River, & south through the Nicola Valley to the lake sources of the Nicola River or thereabouts, & with other powers.

St. John, N.B., to Sydney, N.S.—A North Sydney paper gives currency to a rumor, said to have originated in the west, that the C.P.R., failing to acquire the Intercolonial or to obtain satisfactory running powers over it, has about decided to build a line from St. John, N.B., to North Sydney to connect with the Reid steamers. We have not thought it necessary to ask the C.P.R. management for a confirmation or denial of this rumor, which is about as unlikely to be true as any of the rest of the batch of sensational stories published from time to time.

Taku Inlet to Atlin Lake.—Notice is given of application to the B.C. Legislature to incorporate a company to build a railway from or near the International Boundary Line, on the headwaters of Taku Inlet, to Atlin City, or some other point on the shores of Atlin Lake, with branch lines to the south end of Taku Arm of Tagish Lake, or to the south end of Bennett Lake.

Trail to Salmon River.—In our Oct. issue, pg. 204, we gave particulars of an application to be made to the B.C. Legislature to incorporate a Co. to build a railway from or near Trail to Sayward, on the Columbia River, thence to Salmo, thence following the Salmon River to its junction with the Pen d'Oreille River. The preliminary organization of the Co. has been effected by the election of the following provisional officers: President, F. Fletcher; Vice-President, J. A. Gilker; Sec.-Treas., W. A. Galliher; Chief Engineer, F. Moberly, all of Nelson, B.C. Coast papers say the C.P.R. is behind the scheme.

Vancouver, Northern & Yukon.—As a result of a recent meeting of Vancouver citizens steps are to be taken to secure Dominion & Provincial charters for a railway from Vancouver to the Yukon. In 1891 a charter was obtained for the Vancouver, Northern Alaska & Peace River Ry., but was allowed to lapse. A charter for the Burrard Inlet Ry. & Ferry Co. suffered a similar fate. It is proposed to secure legislation embracing the principal powers of both these companies. A large & influential committee was appointed by the recent meeting to carry out its views, & subsequently the matter was placed in the hands of a sub-committee, with A. Williams as Solicitor, & W. Moberly, C.E., as Secretary. Notice has already been given of application to the B.C. Legislature to incorporate the V. N. & Y. R. Co. to build a railway from Vancouver or some other convenient point on Burrard Inlet; thence northerly by Seymour Creek, or the most feasible route, to Squamish Valley; through Pemberton Meadows to Lillooet; northerly to Quesnelle; north-westerly to Hazelton, or some other point on Skeena River; & northerly to the northern boundary of B.C., with a branch from or near Hazelton along the valley of Black River to the northern boundary of B.C.; with branch lines to Fort St. John; & east & west from the main line along the north shore of Burrard Inlet to Howe Sound, & the west shore of the North Arm of Burrard Inlet, & with other powers.