

boundary line; northwesterly to or near Portage la Prairie, thence westerly to or near Rapid City, thence northwesterly & westerly to township 13, in range 25 or range 26 west, thence northerly to or near Birtle, thence northwesterly to the west boundary of the province, together with a branch from or near Carman easterly to Red River; also a branch from range 11 or 12 on the said line to or near Gladstone; and also a branch from between range 15 & Rapid City on the said line to a point in or near Brandon.

**The Minneapolis Ry.** Terminal Co. has been incorporated with \$100,000 capital to build terminals there, the incorporators being W. D. Washburn, J. S. Pillsbury, M. B. Koon, H. Pellit & W. D. Hale. It is said the Co. has bought a strip of land, half a block wide, fronting east on Second street north from the tracks, extending north to Tenth avenue.

**Nepigon to Schrieber or Rosport.**—A. Ferguson gives notice of application to Dominion Parliament to incorporate a company to build a line from mining location 30 T. northeast of Nepigon Bay, Lake Superior, southerly to Lake Superior, crossing the C.P.R. at or near Schrieber or Rosport or some point between them.

**Nickel Range Ry. Co.**—H. C. Hamilton, Sault Ste. Marie, gives notice of application to Ontario Legislature to incorporate a company under this name to build a line from the Sault Ste. Marie branch of the C.P.R., in the townships of Graham or Denison, northerly through the township of Creighton to the main line of the C. P. R.

**North Lanark Ry.**—Creig & Jamieson, Almonte, give notice of application to Ontario Legislature to incorporate a company to build a line from the K. & P. Ry. at or near Mile Lake, Renfrew County, passing through the townships of Darling and Pakenham, to the C.P.R., or O.A. & P.S. Ry., at or near Arnprior. The route has been surveyed by A. Bell, C.E., of Almonte, acting for a number of persons interested in iron mining. J. Bell, of Arnprior, one of the promoters, states the matter is about to take practical shape. It is proposed to build a tramway capable of running a light train, and, while passengers will be carried, the main object of the construction is the transportation of mineral products. The country through which the road will pass, particularly Darling township, is rich in iron ore & other minerals, & it is proposed to transport this ore to Arnprior to be smelted.

**Pontiac Pacific Jet. Ry.**—This Co. will apply to Dominion Parliament to extend the times for commencing & completing its extensions already authorized from its present terminus at Waltham to Sault Ste. Marie, via Pembroke, from Waltham northwesterly to a point in the county of Pontiac, & from its present terminus at Aylmer to Hull, & thence over the Ottawa River to Ottawa; & also for commencing & completing the bridges authorized to be constructed over the Ottawa River at Allumette Island.

**Portage la Prairie Westerly & Northwesterly.**—J. S. Ewart, solicitor, Winnipeg, gives notice of application to Manitoba Legislature to incorporate a company to build a line from Portage la Prairie, northwesterly & westerly between the lines of the C.P.R. on the south & the Manitoba & Northwestern & the Great Northwest Central on the north, to near Hamiota, thence northerly & northwesterly to or near Birtle, thence northerly to the north boundary of the Province; & a branch running from the main line, in range 18 or 19 west, to Brandon.

**Portage du Fort & Bristol Branch Ry.**—This Co. gives notice of application to Dominion Parliament for an act to declare it to be a work for the general advantage of Canada; also to authorize the extension of the line from or near Quyon, Pontiac County, through the

townships of Onslow, Eardley & South Hull, to Hull, & to any bridges connecting the cities or Ottawa & Hull, with power to make running arrangements over the bridges into the city or Ottawa; to acquire the rights, &c., of the Deschenes Bridge Co., to construct a line from or near Deschenes Rapids into Ottawa; to erect a railway & general traffic bridge across the Ottawa River at or near Portage du Fort; also to authorize the extension of the line of railway through the townships of Ross, Westmeath & Pembroke, to Pembroke.

**The Red Deer Valley Ry. & Coal Co.** will apply to Dominion Parliament to extend the line for commencement & completion of the railway.

**Revelstoke to the 53rd Parallel.**—Bradburn, Dumbleton & Innes, Victoria, give notice of application to B. C. Legislature to incorporate a company to build a line from or near Revelstoke, northerly, following the valleys of the Columbia & Canoe Rivers up stream to the 53rd parallel of latitude.

**Russell, Dundas & Grenville Counties Ry.**—Wallace, Leslie & Palmer, Winchester, Ont., give notice of application to Dominion Parliament to incorporate a company under this name to build a line from South Indian, through the townships of Cambridge, Russell, Winchester, Mountain, Matilda & Edwardsburg to Prescott.

**St. Catharines & Niagara Central.**—Blake, Lash & Cassels, solicitors, Toronto, give notice of application to the Dominion Parliament to incorporate a company having power to acquire from the purchasers thereof the railway heretofore owned by the St. C. & N.C. Ry. Co., & to extend the line to Hamilton, Toronto & the Niagara River, with a branch to Lake Ontario, & with the usual powers conferred upon railway companies.

**The Saskatchewan Ry. & Mining Co.** will apply to the Dominion Parliament for power to commence construction of branch lines prior to construction of the main line & at such junction or crossing of the main line by any other railway as may be approved by the Governor-in-Council; also for power to extend its line from Humboldt eastward to any point on the lines of the Canadian Pacific, the Great Northwest Central, or the Lake Manitoba Railway & Canal Co.'s railways, approved by the Governor-in-Council, and westward from Battleford to the Rocky Mountains.

**The Sault Ste. Marie & Hudson's Bay Ry. Co.** will apply to the Ontario Legislature for an act extending the time for commencement & completion of the Co.'s undertakings, empowering the Co. to run & operate a stage & waggon road from the C.P. Ry., near Missanable Station to navigable water on Moose River, changing the name of the Co., & enabling it to amalgamate with or make traffic & other arrangements with other companies having powers to operate railways, or navigation connections, with or beyond Hudson's Bay.

**The Smith's Falls, Rideau & Ottawa Ry. Co.** will apply to the Ontario Legislature for an act amending its act of incorporation, by extending the time for the commencement & completion of the railway; by authorizing the extension of its railway to Gananoque; by authorizing it to construct & operate a system of elevated railways in conjunction with the system of surface railways as authorized by its act of incorporation & its proposed extension; by authorizing it to operate its road by compressed air or steam, as well as by electricity.

**Thessalon & Grand Portage Ry.**—F. E. Williams, Thessalon, gives notice of application to Ontario Legislature to incorporate a company under this name to build a line from Thessalon, Algoma, northerly to the Grand Portage on the Mississauga River, thence northerly about 30 miles.

**Toronto, Lindsay & Pembroke Ry.**—J. G. Forgie, Pembroke, gives notice of application to Ontario Legislature for incorporation of a company to build a line from Golden Lake to some point on the Irondale, Bancroft & Ottawa Ry., or the Central Ontario Ry., in the County of Hastings. The Pembroke Southern is already built from Pembroke to Golden Lake. From the other end of the proposed line the I. B. & O. Ry. or the C. O. Ry. will be used to connect with the Midland Division of the G.T.R., thus affording a short route to Toronto. P. E. Strickland, Manager of the Pembroke branch of the Quebec Bank, says the promoters of the scheme are practically the same as those who control the Pembroke Southern.

**Trail to Salmon River.**—A Nelson, B.C., correspondent writes us: "The parties who are applying to the B.C. Legislature for a charter are all largely interested in mining properties in the Salmon River district. Many of these properties are in a forward state of development & many others, especially in the Southern part of this district, are lying idle owing to an entire lack of transportation facilities. The object of this railway will be to place all the mining camps of the Salmon River district in connection with the C.P.R. smelter at Trail by the most direct & feasible route. The main line, following the valleys of the Columbia, Beaver & Salmon Rivers, will encounter no difficulties. The branch lines up the different creeks will have heavier grades and more curvature, but these will not exceed those in use on the railway between Trail & Rossland. The C.P.R. is not at the back of the project, the company being composed of mining men anxious to develop their properties & to gain a connection with the C.P.R. smelter & track system at Trail."

**White Pass to Tagish Lake, &c.**—R. Cassidy, Victoria, gives notice of application to B. C. Legislature for an act to incorporate a company to build a line from Log Cabin, on the White Pass, in B. C., to the Taku Arm of Tagish Lake, thence to Atlin City, and thence to Telegraph Creek.

**Worthington & Onaping Ry.**—Hearst & McKay, Sault Ste. Marie, give notice of application to Ontario Legislature to incorporate a company under this name to build a line from Worthington, Algoma, northerly near the Inez mine, Drury township, thence north-easterly to the Sultana nickel mine in the Township of Trill, thence northerly & easterly about 50 miles, crossing the main line of the C.P.R. at or near Onaping.

### Georgian Bay—Toronto Railway.

At a recent public meeting in Toronto the following resolution was adopted: "That this meeting is of opinion that the best way of transporting the agricultural products of the Canadian & American northwest will be by the construction of a railway from the Georgian Bay to Toronto, & that this meeting is further of opinion that such a railway should be constructed & operated by the Federal Government as an independent line in connection with our canal system, deepened & improved, & that it is therefore resolved that 6 gentlemen be named by this meeting to co-operate with the City Council committee & 6 members of the Board of Trade to take such action in connection with other organizations as they may deem fit to speedily realize the construction of such a national line."

This is the result of the agitation which has been going on for several months with a view to placing Toronto on the ocean bound grain route from the northwest. It is not likely that the movement will have the desired effect. The geographical position of Toronto is against it to begin with & it is not on the natural route for this traffic. In the next place, there are already several railway lines from