

Dominion Parliament to construct and operate a railway from Sudbury north-easterly about 50 miles to Lake Temiscamingue, and from a point on the Co.'s line in the township of Drury or Hyman north-westerly, 50 miles. Such railways to be commenced within two years and completed within five years. The Co. may construct branch lines, not exceeding 6 miles.

A portion of this line from Sudbury to the Gertrude mine, about 12 miles, was built last year. As will be seen by advertisement in another column the Co. is asking tenders for the construction of another section from the north channel of Georgian bay to the falls of the Spanish river at the site of the Spanish River Pulp and Paper Co.'s mill, about 16¼ miles. About 1½ miles are already being built between the C.P.R. and the Spanish River Co.'s site, the work having been let to Foley Bros., Porters and Whalen, and it is expected to be completed by the middle of June. The work is light. This Co. is allied with the Algoma Central. (April, pg. 112.)

The Montreal Bridge Co., which has a Quebec charter to build a bridge across the St. Lawrence, between that city and Longueuil, has been organized with the following directors:—President, H. Hogan, Montreal; Vice-President, P. Clement, President of the Rutland Ry.; Directors, Dr. W. S. Webb, President of the St. Lawrence and Adirondack Ry.; H. Steele, Director of the New York Central Rd.; Hon. J. R. Thibaudeau, Hon. T. Berthiaume, R. Bickerdike, M.P., and R. Prefontaine, M.P. Mr. Clement, in an interview, says that the erection of the bridge, which will cost \$6,000,000, will be gone on without delay as soon as the subsidy, originally promised, shall have been revived. In connection with the bridge a large passenger station will be built, with general terminals, at a cost of another \$4,000,000. The building of the bridge is being undertaken in the interests of the Rutland Ry. Co., which has been negotiating for terminal facilities in Montreal through the G.T.R., but failed. The New York Central, which is largely interested in the Rutland Ry. Co., has terminal facilities in Montreal via the C.P.R.

The Montreal and Southern Ry. Co. has had its powers extended by the Dominion Parliament so as to be able to operate by steam, and is authorized to make connections with a large number of steam and electric roads, and for the purpose of crossing the St. Lawrence to make agreements with the G.T.R., the C.P.R., the Montreal Bridge Co., and the Richelieu and Ontario Navigation Co. The time for commencing the works is extended to July 1, 1903, and for completing the same, to July 1, 1908.

Morden and Northwestern Ry. Co.—C. R. Dunsford, B. J. McConnell, J. H. Black, J. A. Hobbs and A. C. Piggott were incorporated under this title at the last session of the Manitoba Legislature for the purpose of constructing and equipping a railway commencing at the International boundary between ranges 3 and 6 west of the principal meridian and extending northwesterly to Morden, thence to Miami and through Treherne, Carberry and Neepawa to the western boundary of the Province, with branches from Morden to the International boundary south of Snowflake, and from Morden to Winnipeg, with a branch to Carman, commencing at a point in tp. 6, range 2 or 3 west. The Co. is given power to own and operate telegraph lines and to carry on an express business on its railway. The capital of the Co. is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$10,000 a mile. The Co. may amalgamate with any other Co., or may lease or sell its line to the Government or to any other Co. The Co. may use steam, electricity or any other motive power, and is to commence construction within 3 years and complete its line in 10 years. The maximum rates

for passengers and freight are to be subject to the approval of the Lieut.-Governor-in-Council.

The Nakuap and Slocan Ry. Co., a subsidiary of the C.P.R., has been given power at the present session of the Dominion Parliament to make its head office in Montreal, but the directors may change it, from time to time, by by-law to any other place in Canada. The time for the construction of the lines authorized by the original act is extended for a further period of five years.

Northern Pacific.—President Mellin states that \$5,000,000 will be spent this year in permanently improving the roadbed between St. Paul, Minn., and Portland, Ore.; the work, consisting of reduction of grades and curvatures, building of bridges and culverts, grading, ballasting, etc. There will be little or no new construction.

Norwood and Apsley Ry. Co.—J. B. Pearce, W. E. Roxburgh, S. P. Ford, P. W. Reynolds, T. J. Drain, J. Andrews, and W. T. Buck, of Norwood; T. G. Eastland, R. W. C. Shewen, and Wm. Gallon, of the township of Anstruther; T. Rorke and J. B. McWilliams, of Peterboro; E. Hawthorne, and H. A. Moore, of the township of Dummer; J. W. Ratcliffe, and John Monogue, of the township of Chandos; and J. A. Sexsmith, of the township of Belmont, were incorporated by an act passed at the last session of the Ontario Legislature under this title for the purpose of constructing and operating a standard gauge railway from Norwood station on the C.P.R., to Apsley. The capital of the Co. is fixed at \$500,000, and power is given to issue bonds to the extent of \$20,000 a mile. The Co. is given power to erect elevators, wharves and docks, and to own and operate vessels for freight and passengers on Stony Lake and other lakes adjoining their line. The line is to be completed within five years, and power is given the Co. to lease or sell the line to the C.P.R. By the act granting aid to railways, passed at the recent session, the Ontario Legislature voted a subsidy of \$75,000 to this line.

Nova Scotia Central Ry. Co.—The Dominion Parliament, by an act passed this session under this title, recognizes the works which the N. S. Eastern Ry. was authorized to undertake by the N. S. Legislature in 1901 to be for the general advantage of Canada, and to which the provisions of the Railway Act, 1888, shall apply.

The Ontario, Hudson's Bay and Western Ry. Co., which was originally the Sault Ste. Marie and Hudson's Bay Ry. Co., has been declared by the Dominion Parliament this session to be undertaking a work for the general advantage of Canada. The Co. may construct and operate a standard gauge railway from Sault Ste. Marie to a point on the C.P.R. between White River and Ridout stations, thence northerly to Moose Factory or other convenient point on James Bay, and is authorized to own and navigate vessels, etc., to build electric roads, to acquire water powers and to construct and operate telegraph and telephone lines. The Co. may issue preference stock to the extent of three-fourths of its subscribed stock; and bonds for the purchase of vessels, and may pledge its earnings from the same and its property, other than the railway, for the repayment of the same.

A survey has been started between the main line of the C.P.R. and James' bay, and will be pushed through as rapidly as possible. This Co. is a subsidiary of the Algoma Central Ry.

Orford Mountain Ry. Co.—This Quebec corporation, by a Dominion act passed this session, is declared to be undertaking a work for the general benefit of Canada, and is authorized to construct and operate a railway from Lawrenceville and Eastman on its

main line easterly to a point north of Orford Mountain, and thence to Magog. It is given power to issue bonds to the extent of \$20,000 a mile, and to lease or sell its lines to the G. T.R., the Quebec Southern Ry. Co., the Stansted, Shefford and Chambly Ry. Co., or the C.P.R.

Pontiac Colonization Ry. Co.—E. J. Chamberlin, Ottawa; G. F. Benson, Montreal, J. St. G. Delton, New York, have been incorporated by the Dominion Parliament under the above title for the purpose of constructing and operating a standard gauge railway from some point on the Ottawa river in Pontiac county, or between the mouth of the Dumoine river and Onslow township, thence to James Bay by the most feasible road by the Coulonge, Black and Dumoine rivers. The Co. may carry on a navigation business, own and operate mines, and develop water and electric powers. The capital is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$25,000 a mile. The Co. may convey or lease its rights and powers to the C.P.R., the Canada Atlantic Ry., or the Pontiac and Pacific Junction Ry. Co. Work is to be commenced within two years, and completed in five years.

Quebec Terminal and Ry. Co.—Hon. J. Sharples, Hon. J. A. Paquet, G. Lemoine, and Roger Larne, of Quebec; and D. A. Scott, of Ottawa, have been incorporated by a Dominion act this session under the above title, with a capital of \$1,000,000, for the purpose of entering into an agreement with the Quebec Bridge Co. to construct and operate a standard gauge railway from the northern terminus of the Quebec bridge, to Quebec, and from the southern terminus of the bridge to the point of intersection of the G.T.R. with the Drummond Counties' Ry. at Chaudiere curve, or at any point on the G.T.R. to the east thereof. The Co. is given powers as to wharves, etc., and may operate steam ferries on the St. Lawrence. The Co. may enter into traffic agreements with any Co. which has a terminus or passes on either side of the St. Lawrence for the passage of passenger or freight trains over its line into Quebec; and with the C.P.R., the G.T.R., the Great Northern Ry. Co., the Quebec and Lake St. John, the Quebec Ry. Light and Power Co., the South Shore Ry. Co., the Canadian Electric Co., or the Government for leasing or conveying its line to them. The Co. is also empowered to issue bonds to the extent of \$30,000 per mile.

The Saskatchewan and Western Ry. Co. has secured a Dominion act this session under which the works it was authorized to undertake and operate are declared to be for the general advantage of Canada. The head office of the Co. is to be in Montreal, but it may be changed to any other place in Canada from time to time by by-law. The Co. may complete its railway within three years from the passing of the act.

Similkameen and Keremeos Ry. Co.—J. B. McArthur and J. F. McCrae, of Rossland, and W. C. Dougall, of Olalla, were incorporated at the present session of the Dominion Parliament under the above title, with a capital of \$3,000,000 and bonding powers to the extent of \$30,000 a mile, for the purpose of constructing and operating a standard gauge railway from Penticton, southerly and westerly along Shingle creek to Fish Lake Pass; thence southerly to Fish lake, thence along Keremeos canyon to Keremeos Valley, through the Valley to Keremeos, and thence to the international boundary near its crossing of the Similkameen river, with branch lines from Fish lake to Nickel Plate camp and Twenty Mile Creek, and through the Similkameen Valley to Princeton. The Co. is given power to borrow money for general purposes up to 75% of the actual paid up stock, and to enter into an agreement with the C.P.R., the Col-