

Rails for several extensions have been purchased in New York, and it is expected that the work of laying them will be completed this season. (June, pg. 187.)

London and Port Stanley Ry.—The St. Marys, Ont., Town Council has asked the London City Council to consider the desirability of extending the L. and P.S. Ry. from London to St. Marys, and asking for the appointment of a committee to meet one appointed by the St. Marys council to discuss the matter.

Nepigon Ry.—Subsidies at the rate of \$3,200 a mile, with a provision for an increase to not exceeding \$6,400 a mile, for the following sections of this projected line, were voted at the last session of the Dominion Parliament; from Nepigon station on the C.P.R. to Nepigon Lake, not exceeding 30 miles; for 3½ miles from the shore of Lake Superior to Lake Helen on the first mentioned line; for 1½ miles from the first mentioned line at Fraser River to Lake Jess; for 45 miles northerly from the north shore of Lake Nepigon. In 1903 a subsidy for 80 miles, 40 miles south, and 40 miles north of Lake Nepigon, was voted and this year's vote varies the subsidy by specifying for the construction of particular lines south of the lake. (July, pg. 233.)

Ontario Electric Ry.—A prospectus has been issued by the O.E. Ry. Co., from its offices, Ontario Chambers, Clarence St., Kingston, Ont., which describes the undertaking as a railway to be constructed between the cities of Toronto and Kingston for the transportation of passengers, freight, mail and express. The provisional directors are: Sir R. J. Cartwright, G.C.M.G., M.P., Minister of Trade and Commerce; R. J. Carson, J. Carson, C. Birmingham, Kingston, Ont.; A. L. Jewell, G. E. Smith, Boston, Mass., and H. N. Smith, Salem, Mass. The company is authorized to issue \$5,000,000 of common stock, and bonds to the extent of \$20,000 a mile of line constructed. It is proposed to issue \$2,250,000 of common stock, holding the balance in the treasury for future extensions; and application is being invited for first mortgage 30 year 5% gold bonds in amounts of \$500 and \$1,000 each bond. The line as projected will serve the following places: Toronto, Little York, Rouge Hills, Dumbarton, Pickering, Whitby, Oshawa, Bowmanville, Newcastle, Clarke, Newtonville, Welcome, Port Hope, Cobourg, Grafton, Colborne, Brighton, Smithfield, Trenton, Belleville, Cannifton, Shannonville, Deseronto, Napanee, Morven, Fredericksburg, Violet, Odessa, Westbrook, Catarqui and Kingston. This represents a total of about 170 miles, and runs through an area having a population, including Toronto and Kingston, of 375,000. The idea is to give a half-hourly passenger service, keeping 27 cars employed, each car running 20 hours at a speed of 25 miles an hour. In addition it is proposed to run two freight trains a day, one each way, each train to consist of five cars of 60,000 lbs. capacity; and an express service to be operated by four cars. This will make an equipment of 41 cars. It is proposed to generate electricity by means of water power. The prospectus gives an estimate of the probable receipts and expenditure. The estimated receipts are: Passengers, \$491,017.80, being at the rate of \$16.61 per car per trip, or .09c. per car mile; freight, \$91,500, being at the rate of 14.70 c. per car mile, or 1.22 c. per ton per mile haul; express, \$42,000, being at the rate of 12.94 c. per mile. Total, \$624,517.80. The working expenses are estimated at \$281,033.01, leaving net earnings of \$343,484.79, out of which could be paid 5% on \$3,400,000 of 5% bonds, \$170,000 and 6% dividend on \$2,250,000 of common stock \$135,000, carrying forward \$38,484.79.

The charter under which the company is working was granted by the Ontario Legis-

lature, 1902, and gives the company power to construct a line from Toronto over the Government military road (Kingston road), easterly to the boundary of Quebec province, and a line from Brockville to Ottawa, with power to construct branch lines not exceeding 30 miles in length in any one case. The section of the line which the promoters desire to construct at once is that extending from Toronto to Kingston, approximately 170 miles. The company has invited the various municipalities through which the line will pass between Toronto and Kingston to subscribe for stock and bonds in the company, the amount asked for being based on the population of the several municipalities. A number of town and township municipalities have agreed to this proposition, and by-laws have been passed. In one case, however, the proposition was rejected. A construction company is in process of formation to build and equip the line. A. E. Pond, of Boston, Mass., who represents Boston and other U.S. capitalists interested in the company, is in charge of the affairs of the company at Kingston. (Aug., pg. 279.)

Ottawa River Ry.—The Dominion Parliament at its last session voted a subsidy at the rate of \$3,200 a mile, with the usual provisions for an increase to \$6,400 a mile, for the construction of 15 miles of line from St. Agathe des Monts station towards the township of Howard, Que., and for 38 miles of line from St. Andrew's, passing through the parishes of St. Placide, St. Eustache and St. Martin. These replace the subsidies voted for lines in the same vicinity in 1903. (Aug., pg. 279.)

Peterborough Radial Ry. (Electric).—The line of the Peterborough and Ashburnham Ry., which was formerly operated in these towns, has been acquired by the P.R. Ry. Co., which has practically rebuilt the old line, and has constructed 1½ miles of additional track. A car service was placed in operation Aug. 29. (See Peterborough and Ashburnham Ry., June, pg. 189.)

Petrolea Rapid Railway (Electric).—This company has an Ontario charter for the construction of an electric railway from Petrolea to Sarnia, Ont., with a branch from Corunna to Courtright, Ont. From Sarnia to Corunna, seven miles, the projected line runs along the Canadian bank of the St. Clair river, and the branch from this point to Courtright, about seven miles, is also along the river bank, while the 16½ miles from Corunna to Petrolea is projected along an almost level roadway, the last three miles being through the oil territory. The total population to be served is 32,000, but there is a population of 36,000 in the towns and townships along the U.S. side of the river, from which a considerable amount of passenger traffic is anticipated. The company proposes to establish a passenger, freight and express service. Right-of-way has been secured through the Indian reserve by lease from the Dominion Government, and from private owners for the whole of the river front part of the line, and the townships of Moore and Enniskillen have granted franchises covering right-of-way over certain highways, with the right to cross others at intersecting points. It is intended to fix the main power station at Corunna, from which it is proposed to supply power for manufacturing purposes. An arrangement has been made by which the company can take over the undertaking of the Petrolea Electric Light, Heat and Power Co. (Ltd.), payment to be made in P.R. Ry. preferred stock. The authorized capital is \$500,000 and bonds to the extent of \$20,000 a mile may be issued. For the construction of the work at present contemplated it is proposed to issue \$200,000 of 6% preference shares and \$131,500 of common stock; the bond issue will amount to about \$600,000. H. L. Dunn, of Denton, Dunn and Boulton, Toronto, is consulting

counsel, and the same interests that are behind the Niagara, Queenston and St. Catharines Ry. are at the back of this undertaking. The provisional organization includes: President, J. W. Harrold, Corunna, Ont.; Vice-President and Managing Director, S. A. Armstrong, Sarnia, Ont.; other directors; W. F. Tithborne, Petrolea; J. Clydale, Corunna; P. T. McGibbon, Sarnia; Secretary-Treasurer, T. J. Gordon, Sarnia.

Prince Edward Island Ry.—In addition to the amounts mentioned in our last issue, the following were voted at the recent session of the Dominion Parliament for works on the P.E.I. Ry.:

Additional accommodation, Kincora	\$ 150 00
Northam and Richmond stations	340 00
Fredericton station	120 00
Station and land at Albany	210 00
Increased accommodation at Georgetown	33,500 00
Survey from Souris or Harmony to Elmira	1,500 00
Dwelling for agent at Bloomfield	1,000 00
Survey to New London	1,500 00
Branch line to Vernon River bridge	50,000 00
Dwelling for agent at Miscouche	1,000 00
Swing span for Morrell River bridge	25,000 00
New station at Alberton	2,500 00
Widening wharf, and coal shed at Summerside	1,150 00
Increased accommodation at Charlottetown	25,000 00
Survey from main line to west shore	1,500 00
To improve water service	26,800 00
Charlottetown—Extension of railway track along water front	5,000 00
Station at St. Teresa	750 00
Station at Piusville	750 00
Branch line from Cardigan to Montague Bridge	100,000 00
Improvements at Summerside	10,000 00
For freight shed at York Station	500 00

(Aug., pg. 279.)

Quebec Central Ry.—We are advised that the survey on the proposed extension between St. Francis, now named Brauceville, and St. George, at the River Famine, 10 miles, was made some fifteen years ago by Mr. Armstrong and Mr. Stoess, the plans being completed by the latter. Respecting the proposed extension from Scotts to Levis, Que., we were advised Aug. 8 that an engineer had not been appointed to make the survey. There is a good prospect that the branch from St. Francis to St. George will be constructed in the near future. (July, pg. 235.)

Quebec and Lake St. John Ry.—The extension of the line from Roberval station to the Government wharf on Lake St. John, Que., about one mile, was expected to be completed early in Sept. The route is level, with the exception of about 1,700 ft. of 1% grade compensated. The location surveys for the La Tuque branch are expected to be completed early in Oct. The length of the projected line is 38 miles, and the surveys made showed that the grade would be 1% compensated, and that the maximum curvature would be 6 degrees. It is expected that tenders for construction will be awarded at an early date, and it is desired to have the line completed and in operation by Sept., 1905. The distance from Quebec to La Tuque by the new line will be 118 miles, against 174 miles by the present route from Quebec to Grandes Piles, via Three Rivers, and steamer from Grandes Piles to La Tuque. (July, pg. 235.)

Quebec, New Brunswick and Nova Scotia Ry.—Plans have been filed with the Department of Railways, Ottawa, showing the route of this projected railway from Quebec to Pugwash Jct., N.S. The line starts from a junction with the Great Northern Ry. of Canada, the entrance of which into Quebec over its own line is being arranged for, and connecting with the Quebec Bridge. From the southerly end of the bridge the plans show a route proceeding southwesterly via the Etchemin River valley to the International boundary across the counties of Somerset, Piscataquis, Penobscot and Aroostook, Me., then into New Brunswick, near Woodstock, thence via Fredericton and Moncton to Pugwash Jct., N.S., on the Intercolonial Ry. The plans are