

sion of time to construct its line from Hamilton to Selkirk, Ont., it was stated that construction was expected to be commenced this year. The Railway Committee struck out the clause giving the Company permission to operate its cars on Sundays. Permission is also asked to change the name of the Company to the Hamilton, Caledonia and Lake Erie Ry. Co. (Mar., pg. 95.)

Hamilton, Grimsby and Beamsville Electric Ry.—The new power plant at Grimsby has been tested and found satisfactory. Application is being made by the village council at the current session of the Ontario Legislature for an act ratifying the agreement made changing the route of the line through the village. (May, pg. 147.)

Huron, Erie and Buffalo Ry. Co.—J. H. Walker, A. Leslie, J. H. Coburn, J. H. Simpson and F. W. Stevens, of Detroit, Mich., are making application at the current session of the Dominion Parliament for the incorporation of a company with this title, to construct a railway from near St. Thomas to the Niagara river, or to a point on Lake Erie near Fort Erie, Ont., and from near St. Thomas to near Sarnia, Ont. Power is also sought to acquire bridges across the Niagara or the St. Clair rivers with their connecting railways. The applicants are connected with the Pere Marquette Rd., which recently acquired the Lake Erie and Detroit River Ry. The lines proposed to be constructed are to give a short route between Sarnia and St. Thomas, and to extend the line to the International boundary. Representatives of the Pere Marquette Rd. are interested in an application to construct a bridge over the St. Clair river at Amherstburg, Ont. The L. E. and D. R. Ry. has a charter to construct a line from St. Thomas to the Niagara river, but it is bound to run to the Niagara river, April, pg. 119; Lake Erie and Detroit River Ry., Mar., pg. 95.)

Huron and Ontario Ry.—The application for the revival of this charter at the current session of the Dominion Parliament is being made by A. McK. Cameron, of Meaford, Ont.; A. E. Scanlon, Bradford, Ont.; H. J. Rolston, Shelburne, Ont.; W. Laidlaw, Durham, Ont.; H. H. Miller, Hanover, Ont.; M. McNamara, A. B. Kline, D. Robertson, Walkerton, Ont.; J. G. Murdock, Lucknow, Ont.; A. Malcolm, Kincardine, Ont.; J. M. Roberts, Goderich, Ont.; J. Humbertson, Ripley, Ont.; J. Gillies, Teeswater, Ont.; R. J. Sproule, Flesherton, Ont. (Feb., pg. 39.)

Intercolonial Ry.—The double-tracking of the line between Richmond and Rockingham, N.S., 2.45 miles, is necessitated by the heavy traffic on the line between Halifax and Windsor Jct. Tenders are under consideration. The excavation will be partly in rock and partly in earth, and stone wall protection will be required along Bedford basin. The line curvature will be reduced, and the line considerably improved, particularly at Birch Cove, where there is now a sharp curve. The track will be laid with 80-lb. rails, and the work is required to be finished by Aug. 31. The work of double-tracking will likely be continued to Windsor Jct., 13.25 miles from Richmond.

A deputation from Sydney Mines waited on the Minister of Railways May 9 in reference to the projected extension of the line to that town, and reports that Mr. Blair stated that the Government would construct the line.

A new car shop is being erected at Moncton, N.B., by Rhodes, Curry & Co., of Amherst, N.S.

The branch line from Riviere Ouelle Station to St. Denis wharf, Que., is reported to be about ready for the rails, and track is expected to be laid and the line in operation for the tourist travel this year.

Tenders are being considered for the erec-

tion of baggage and express rooms at Levis, Que.

We were recently advised that no definite decision had been reached in regard to a projected extension of the Rimouski branch to Father Point wharf, Que. (May, pg. 147.)

Irondale, Bancroft and Ottawa Ry.—During the current year a large number of new ties will be put in, some trestles will be filled, curves straightened out, the decks of the wooden bridges removed, and a considerable quantity of ballasting will be done on this line, which extends from Kinmount Jct., on the G.T.R. Haliburton line, to Bancroft, 47½ miles. It is also proposed to construct 2½ miles of additional line, making altogether 50 miles. The station now at the end of the track will be removed to the new terminal, which will be 2½ miles from Bancroft village, a short distance further than the old one was. We are advised that a preliminary survey will also be made for the continuation of the line to a junction with the Canada Atlantic Ry. at Renfrew. (Nov., 1902, pg. 383.)

Kent Northern Extension Ry.—The incorporators of the Kent Northern Ry. (see under Railway, Finance, etc.), were also given an act of incorporation at the last session of the New Brunswick Legislature as the K.N.E. Ry. Co., and were authorized to construct a line from Kent Jct., on the I.C.R., to Chipman, where a junction could be effected with the Central Ry. of N.B., and the line of the New Brunswick Ry. and Coal Co., about 40 miles. The act will come into force by proclamation, after a deposit of \$20,000 has been made by the company. The principal traffic anticipated will be coal.

Kent Northern Ry.—An act incorporating J. Jardine, R. Phinney, W. D. Carter, G. Robertson and T. Murray under this title, was passed at the recent session of the New Brunswick Legislature. The company has a capital of \$40,000, and power is given to issue bonds to the extent of \$2,500 a mile. The line was sold under foreclosure in Dec., 1902, for \$60,900 cash to T. Ritchie, who, with his colleagues, has since expended \$15,000 upon improvements; and was subsequently sold to the present incorporators. The line is 27 miles long and extends from Kent Jct., on the I.C.R., to Richibucto. (Feb., pg. 41.)

Kingston and Frontenac Ry. Co.—Application is being made at the current session of the Ontario Legislature for the incorporation of a company with this title to construct a railway from Kingston to Loughborough Bridge, with a branch to the Kingston and Pembroke Ry., with power to maintain steamers on all navigable waters touched by the line. McGivern & Haydon, Ottawa, are the solicitors.

Klondike Mines Ry.—Application is being made at the current session of the Dominion Parliament for an act extending the time for the commencement and completion of this line. (May, pg. 149.)

Kootenay, Cariboo and Pacific Ry. Co.—The applicants for the incorporation of this Company when before the Railway Committee of the House of Commons abandoned the proposal to construct a line from Fort Steele to Port Simpson, with branches, and decided to ask power to construct a line from Fort Steele to a junction with a line through the Yellowhead Pass. (May, pg. 149.)

Kootenay Central Ry. Co.—R. L. T. Galbraith, J. A. Harvey, H. Watt, J. B. Langley, W. R. Ross, Fort Steele, B.C., and J. H. King, Cranbrook, B.C., are applying at the current session of the B.C. Legislature for incorporation under this title to construct a railway from Fort Steele via Elko, to the International boundary, and from Fort Steele to Golden. Application is being made to the Dominion Parliament for an extension of time

within which the line authorized by the act of 1901 may be constructed. (Mar., pg. 95.)

Kootenay Development and Tramway Co.—C. M. Buck, E. H. Loyhed, Faribault, Minn., and H. S. Judson, St. Paul, Minn., are applying at the current session of the B.C. Legislature for an act incorporating a company with this title to construct tramways in West Kootenay district, and particularly from Kootenay lake to the headquarters of Duncan river, and from Kaslo to the headquarters of the south fork of Kaslo creek, and from Crawford bay, on Kootenay lake, to the headquarters of Crawford creek.

Lake Erie and Detroit River Ry.—Press reports state that the directors, after the annual meeting of shareholders, decided to proceed with the construction of the line from St. Thomas to the Niagara river and push it to completion as rapidly as possible. We are, however, advised by an officer that he does not believe the reports to be authentic. (Mar., pg. 95.) See also Huron, Erie and Buffalo Ry., this page.

Lake Superior, Long Lake and Albany River Ry.—A deputation representing the promoters, who were accompanied by G. Ashlin of London, Eng., waited on the Ontario Government recently and asked for a land grant of 7,000 acres a mile for the construction of 210 miles of railway from Peninsula harbor, Lake Superior, to deep water on the Albany river. Mr. Ashlin, the Globe report of the interview states, explained that he represented two steamship companies of Liverpool and Glasgow, who had a score or more of idle steamships that were rusting away and doing nothing. These steamship companies desired to put their steamers on the Hudson's bay route, to bring settlers into Canada, and to take back grain. He also claimed that the line could be constructed in 18 months, and announced that the promoters of the enterprise also had a charter to construct a line from Hudson's bay to the Pacific coast, via Edmonton, with a branch via Calgary to the International boundary, which could be completed in five years. The Premier declined to commit himself to any approval of the project, and asked for a full statement of the company's intentions and desires. The Ontario Legislature in 1902 voted \$3,000 a mile for the first 10 miles from Peninsula harbor. (April, 1902, pg. 141.)

Lindsay, Bobcaygeon and Pontypool Ry.—H. W. D. Armstrong has been appointed Chief Engineer, and has opened an office at Lindsay, Ont. A survey party is in the field locating the line from Burketon, 46 miles from Toronto on the C.P.R. Montreal-Toronto line, to Lindsay, and another party is engaged locating the line from Lindsay to Bobcaygeon. The total length of the line is about 41 miles, of which 25 miles lies between Lindsay and Burketon. Among the engineers engaged on the surveys are A. N. Bruce, H. W. Gzowski, W. H. Brunel, and F. Lambert.

The L., B. and P. Ry. Co. was incorporated under a Dominion Act in 1890 to construct a railway from Burketon or Pontypool on the C.P.R. line to Lindsay, and thence to Bobcaygeon. In 1899 the Dominion Parliament voted a subsidy of \$3,200 a mile for 40 miles, and in 1902 the Ontario Legislature granted a subsidy of \$3,000 a mile for 19 miles between Lindsay and Bobcaygeon. In 1900 local municipalities voted the following subsidies: Harvey township, \$3,000; Bobcaygeon, \$11,000; Verulam township, \$14,000; Opps township, \$15,000; Lindsay, \$25,000; Manvers township, \$5,000; total \$73,000. W. T. Boyd, of Bobcaygeon, is President of the company, and T. A. Stewart, of Lindsay, is Secretary. The other directors are also local men. There is little doubt that fresh blood has recently been infused into the company, but no information as to who is providing the money is available. The line when built will