

extend its line from St. Robert to Levis; also to ratify its title to the United Counties Ry., and the East Richelieu Valley Ry., and for other purposes. (Jan., pg. 5.)

Rapid Electric Ry. Co.—Lindsey & Wadsworth, solicitors, Toronto, give notice that application will be made at the current session of the Ontario Legislature for an act incorporating a company under this title, with power to construct a line from Hamilton to Caledonia, thence to Hagersville and to Port Dover, and also to operate telephone and telegraph lines. The Hamilton city council has passed a by-law subscribing for \$25,000 of stock in the Co.

Hamilton people obtained an act incorporating the Hamilton and Caledonia Ry. Co. in 1899 with power to construct an electric railway from Hamilton to Caledonia and thence to near Selkirk on Lake Erie, construction on the first section of which was to be commenced within three years after the passing of the act.

Rat Portage to English River.—A company is being formed at Rat Portage, Ont., for the purpose of constructing an electric railway from that town, about 40 miles, to the English river at the boundary of Ontario and Keewatin district.

Rat Portage to Keewatin.—A syndicate of U.S. people is reported to be desirous of constructing an electric railway from Rat Portage to Keewatin, Ont., about 5 miles, on a 20-year franchise. The Rat Portage town council is opposed to granting any franchises, and at the recent elections the councillors were elected pledged to a public ownership of all franchises. (Oct., 1901, pg. 309.)

The Richmond County Electric Co. has purchased the wreck of the bridge over the St. Francis river, and will build a new bridge to connect Richmond and Melbourne, Que.

The Red Deer Valley Ry. and Coal Co. gives notice of application to the Dominion Parliament for an act declaring its corporate powers to be in full force and extending the time for the completion of its line until July, 1903, and to authorize the construction of a railway from Cheadle, Alta, on the C.P.R., 20 miles northerly, by July 1, 1903; a further 20 miles by July 1, 1904, and to a point in township 29 by July, 1905. (Mar., 1900, pg. 79.)

Roseland to Sheep Creek Bay.—Gemmell & May, solicitors, Ottawa, give notice that application will be made at the ensuing session of the Dominion Parliament to authorize the Velvet Mine (Ltd.) to construct a railway from Roseland, via the west side of Sophia mountain to a junction with the Red Mountain Ry., near Sheep Creek bay.

The Rutland Railroad has passed under the control of Dr. W. S. Webb, who stated at Montreal recently that he would be very glad if Mr. Clement would continue to act as President of the road. The Co.'s entrance into Montreal was via the C.P.R. and was very satisfactory, but some day a bridge might be required. The Co. looked forward to obtaining an entrance into Quebec, via the Quebec Southern and South Shore, and over the Quebec bridge. It is stated that an option on the road has been given to the New York Central Rd.

The Salisbury and Harvey Ry. has completed at Hillsboro, N.B., a building to be used as an engine shed and repair shop.

The Sandwich, Windsor and Amherstburg Ry. Co. gave notice of application at the current session of the Ontario Legislature for an act to empower it to complete so much of the lines heretofore authorized as have not been completed; to empower it to take over the rights and powers of the South Essex Electric Ry. Co.; to empower it to issue bonds or other securities to the extent of \$1,000,000 inclusive of the bonds already issued, and to

construct a line from Amherstburg through the townships of Maldon and Colchester south to Harrow; and from the Pelette road in the township of Sandwich east, easterly to Tecumseh.

This charter and a number of others for the construction of lines between different points in Essex and Kent, were acquired by the Everett-Moore Syndicate. How the companies will be affected by the financial difficulties of the syndicate has not been determined. (Oct., 1901, pg. 309.)

The Sarnia Street Ry. Co. is making application at the current session of the Ontario Legislature for an act confirming agreements entered into between the company and the towns of Sarnia and Point Edward respecting the operation of the line over the streets of these towns.

The Schomberg and Aurora Ry. was originally projected to be constructed from Aurora, Ont., on the northern division of the G.T.R., to Schomberg, about 18 miles, and Ontario and Dominion subsidies were granted in aid of construction but nothing was done. The Metropolitan Ry. Co. acquired the charter and in 1900 obtained an act authorizing the operation of the line by electricity and varying the route. The new route connects with the Metropolitan Ry. (electric) at Bond Lake, 17 miles from Toronto, and runs in a north-westerly direction to Schomberg, about 15 miles. A contract was let to Mackenzie, Mann & Co. for construction, and work was started last year. Some difficulties in obtaining possession of the right of way have delayed construction.

Application is being made at the current session of the Ontario Legislature for an act to extend the time for the completion of the railway, and empowering the township of King to pay to the Co. the bonus agreed on, notwithstanding anything contained in the act of 1901. This act confirmed an agreement between the Co. and the township by which a subsidy of \$12,000 was granted on consideration of the Co. completing the line by Oct. 15, 1901.

Shawenegan Terminal Ry. Co.—Green-shields, Greenshields & Heneker, solicitors, Montreal, give notice that application will be made at the next session of the Quebec Legislature for an act incorporating a company under this title to operate an electric road over the existing electric railway and tramway lines in Shawenegan Falls and St. Boniface, and to construct a line from or near Shawenegan Falls through the counties of St. Maurice and Champlain.

The Smith's Falls, Rideau and Southern Ry. Co. is applying to the Ontario Legislature for an act to amend its act of incorporation, and to extend the time within which it may construct its railways from Smith's Falls to Gananoque and from Smith's Falls to Edwardsburg.

The South Essex Electric Ry. Co., which has power under its acts to construct an electric railway from Windsor, Ont., to Point Pelee, via Amherstburg, Harrow, Kingsville, and Leamington, is reported to have been acquired by the Everett-Moore Syndicate. The promoters state that it is intended to erect a power house at Sandwich, Ont.

The South Shore Ry. Co. gives notice of application to the Dominion Parliament at its ensuing session for an act extending the time authorized for the completion of its railways, and confirming its title to the Montreal and Sorel Ry. Co., the Great Eastern Ry. Co., and part of the Montreal Atlantic Ry. Co.

The South Shore Suburban Ry. Co. is making application to the Dominion Parliament at its ensuing session for an act to extend the time within which it may commence its undertaking. The Co. was incorporated in 1896 to construct a line from Longueuil to

Laprairie, Que., and to build a bridge across the St. Lawrence at no greater distance from the Victoria bridge than 200 ft., with power to connect its railway with the G.T.R., the C.P.R., and the Montreal Street Ry., in the city of Montreal.

The St. Chrysostome Ry. Co. gives notice of application at the ensuing session of the Quebec Legislature for an act extending the time within which it may complete its line, and authorizing it to arrange with other companies to operate the line.

The St. John Ry. Co. proposes to extend its tracks in St. John, N.B., about a mile.

St. John's, Nfld., Street Ry. Co.—The cars on the St. John's, Nfld., street railway are not being operated owing, it is said, to the power not being sufficient. The people are asking that a second water-wheel be put up and the lines operated.

St. Lawrence and Megantic Ry. Co.—Notice is given that application will be made at the next session of the Quebec Legislature for an act incorporating a Co. under this name with power to build a railway from the St. Lawrence, between the rivers Becancour and Grand Duchene, to Lake Megantic in the vicinity of the International boundary.

St. Lawrence and Northern Ry. Co.—F. S. Tourigny, solicitor, Three Rivers, Que., gives notice of application at the ensuing session of the Dominion Parliament for an act incorporating a company under this title with power to construct a railway from Three Rivers, northerly to St. Toque, crossing the Great Northern Ry., near Shawenegan, with a branch from near the mouth of the Mattawan river to St. Michel des Saints, and for other purposes.

The St. Mary's River Ry. Co. gives notice of application at the ensuing session of the Dominion Parliament for an act authorizing the construction of a branch from its line northerly and westerly by the North Kootenay pass to the Kootenay river between Wardner and the International boundary; with branches not exceeding in any one case 30 miles in length.

The St. Thomas St. Ry. Co. is applying at the current session of the Ontario Legislature for an act to increase its powers, to legalize and confirm agreements made with any person or corporation in respect of allotments of stock, or the construction of radial extensions, and to construct lines southerly to Port Stanley, easterly to Aylmer, and northward to London, connecting with the tracks of the London Street Ry. Co. (Oct., 1901, pg. 309.)

Strait of Canso Bridge.—A survey has been made by P. S. Archibald, C.E., for the proposed bridge over the Strait of Canso between Cape Porcupine and Port Hastings, N.S. Four lines of soundings were taken from shore to shore. The result of the survey shows that it is practicable to bridge the Strait at this point with a span of 1,800 ft., the same length as the one under construction over the St. Lawrence near Quebec. The main piers for a cantilever span will be in about 80 ft. of water, or about the same depth as the main piers of the Interprovincial bridge recently completed at Ottawa. In this latter structure it was necessary to dredge out from 30 to 40 ft. of slabs and sawdust before the solid rock was reached. At Canso, it is said, there is solid rock bottom for the main piers without any deposit on it, so that it is practicable to adopt the open caisson plan for foundations. This is a much cheaper plan than the pneumatic process adopted for sinking piers of the Quebec bridge. In addition to the main span of 1,800 ft., 5 or 6 short spans, from 50 to 150 ft., will be required for approaches. It is proposed to have 150 ft. clear headway from high water for a width of 1,200 ft. As to the cost, it is said it will not be greater