

lines already constructed; and lease or acquire running powers over other lines; or may lease its lines to any other company. The capital of the Co. is fixed at \$1,000,000, and it is given three years within which to commence construction.

**The Windsor and Detroit Union Bridge Co.'s** bill asking for five years' extension of time within which work must be commenced, has passed the Railway Committee of the Dominion Parliament. (Feb., pg. 62.)

**The Windsor, Essex, and Lake Shore Rapid Ry. Co.** has been empowered, by an act passed at the recent session of the Ontario Legislature, to issue bonds to the extent of \$20,000 a mile, instead of \$10,000 as formerly. (Feb., page 63.)

**The Winnipeg Electric St. Ry.** proposes to extend its tracks on Portage avenue to Deer Lodge to improve the line to the exhibition grounds, and if possible to double track the line on Osborne St. (Feb. pg. 63.)

**Winnipeg General Power Co.**—The Manitoba Water Power Electrical Co., which was originally incorporated under the Manitoba Joint Stock Companies' Act, obtained at the recent session of the Manitoba Legislature an act granting very large extensions of its charter powers. The name has been changed to the Winnipeg General Power Co., and its capital increased to \$5,000,000. In addition to the very wide and general powers to develop water, electrical and steam powers and to supply the same for motive, lighting and heating purposes in Manitoba, the Co. can engage in any kind of industry requiring power, can construct telegraph and telephone lines, engage in lumbering, real estate and other businesses. The provisions of the Manitoba Railway Act are made applicable to the Co.'s railway undertaking. The Co. is authorized to construct an electric railway in Winnipeg, subject to existing rights, and thence to the Winnipeg river or Lac du Bonnet, or to Fort Alexander on Lake Winnipeg, for passengers and freight, and to carry on a general navigation business.

**Winnipeg River Power Co.**—W. Mackenzie, D. D. Mann, Toronto; F. W. Thompson, W. A. Black, Winnipeg, and F. S. Pearson, Halifax, N.S., were incorporated at the last session of the Manitoba Legislature under this title, with a capital of \$2,000,000, to develop water power on the Winnipeg river, or elsewhere in Manitoba; and supply electrical, steam or other power anywhere in the Province; carry on mills or factories of any kind, and to construct an electric railway from the boundary of the city of Winnipeg to West Selkirk, and from Winnipeg to the Winnipeg river via Selkirk or otherwise. The Co. may carry freight on its railway, amalgamate with other companies, or be amalgamated by any other company. The Co.'s right to construct the electric railway is subject to the consent of the municipalities through which it passes; and the rates to be charged are to be subject to the approval of the Government. It is reported that D. A. Kenzie, C.E., has purchased a right of way through the Cook's Creek district for the proposed line. (Feb., pg. 63.)

**The Winnipeg and St. Andrews Ry. Co.**, which has power to construct an electric railway from Winnipeg to St. Andrew's rapids, was granted an extension of two years within which to commence work, at the recent session of the Manitoba Legislature.

**The Woodstock, Thames Valley and Ingersoll Electric Ry. Co.** has been given by the Ontario Legislature until Nov. 30, 1906, to complete its line, of which a small section in Woodstock, Ont., and the proposed branch to Embro, has yet to be built. Power was also given to issue preference stock. (Feb., pg. 63.)

**The Woodstock and Centerville Ry. Co.** is making application at the current session of the New Brunswick Legislature for an act reviving and continuing its act of incorporation, and extending the time for the commencement and completion of its railway. Press reports refer to this projected line, and the subsidy voted in 1897, as the St. John Valley and Riviere du Loup Ry. The latter railway was voted a subsidy to build from Woodstock to Prince William, 22 miles, in 1890; and two years later a subsidy to build 15 miles from the north end of the previously subsidized line. Neither of these subsidies have been earned. (Dec., 1901, pg. 360.)

**Yarmouth and Digby Electric Ry. Co.**—Application is being made at the current session of the Nova Scotia Legislature for an act incorporating a company to construct an electric railway between Yarmouth and Digby, about 70 miles.

The Railway and Shipping World has received from the French Ministry of Commerce, Industry, Posts and Telegraphs, a diploma certifying that the exhibit of bound volumes of this paper made at the Paris Exposition in 1900 was awarded honorable mention.

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## THE GRAND TRUNK RAILWAY COMPANY OF CANADA

NOTICE is hereby given that the Ordinary General Half-Yearly Meeting of the Grand Trunk Railway Company of Canada will be held at the City Terminus Hotel, Cannon Street, London, E.C., on Thursday, 10th day of April, 1902, at Two o'clock, p.m., precisely, for the purpose of receiving a Report from the Directors, for the election of Directors and Auditors, and for the transaction of other business of the Company.

Notice is also given that the Transfer Books of the Company, in London, will be closed from Thursday, the 13th day of March, to the day of Meeting, both days inclusive.

By order,

C. RIVERS-WILSON, President.  
H. H. NORMAN, Secretary.

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