

bridge of two 60-ft. spans on stone abutments.

We were advised, June 8, that the surveys for the construction of a branch from near Holyrood to some talc deposits were going on, but that no definite arrangements had been made as to construction. (June, pg. 217.)

Restigouche and Western Ry.—A press report quotes T. Malcolm, the promoter of this New Brunswick railway, as saying in Fredericton, June 20, that construction would be commenced within ten days thereafter, and that 1,800 men would be employed on the line. (June, pg. 217.)

The Rocky Mountain Ry. and Coal Co. is applying at the current session of the Dominion Parliament for an act extending for two years the time within which construction may be started, and for five years, the time within which the line may be completed. The provisional directors, to replace those named in the original act of 1891, are: Hon. J. Costigan, Ottawa; J. N. Greenshields, K.C., Montreal; Hon. T. H. McGuire, W. R. Hull, J. G. Young, Calgary, Alta. (Feb., pg. 47.)

Sandwich, Windsor and Amherstburg Ry.—At the recent session of the Ontario Legislature an act was passed confirming an agreement made with the Windsor city council respecting running rights in the city, and authorizing local municipalities to grant exemption from taxation to the company. The City Ry. Co., of Windsor (Ltd.), which is under the same management as the S. W. and A. Ry. Co., is a party to the agreement respecting rights in Windsor. (June, pg. 218.)

Sarnia, Petrolia and St. Thomas Ry. Co.—J. L. Englehart, W. English, G. G. Moncrieff, Petrolia, Ont.; D. Milne, F. F. Pardee, Sarnia, Ont., were incorporated at the recent session of the Ontario Legislature with this title to construct a standard gauge railway from Sarnia to Petrolia, thence to St. Thomas, Ont. The capital of the company is fixed at \$1,000,000, and bonds may be issued to the extent of \$20,000 a mile of single track, \$10,000 a mile additional for double tracking and \$5,000 a mile for equipment. (April, pg. 121.)

Sarnia Street Ry.—An act was passed at the recent session of the Ontario Legislature confirming an agreement between the township of Sarnia and the company for a franchise, and extending the time for constructing the uncompleted sections of the line. (Feb., pg. 47.)

Sherbrooke, Que., Street Ry.—Press reports state that the additions being made to the company's power plant will increase its available power by 50%. At a special meeting of the council, held June 5, a resolution was passed authorizing the laying of a double track on Bridge and Pine streets on certain conditions, which the company has declined to comply with. (Feb., pg. 47.)

Southwestern Traction Co. (Electric).—At the recent session of the Ontario Legislature an act was passed authorizing the company to amalgamate with the Middlesex and Elgin Interurban Ry. Co. under this title, increasing its capital to \$1,500,000. Authority is given to construct a line from Aylmer, via St. Thomas, to London, Ont., with a branch from St. Thomas to Port Stanley, in addition to the lines previously authorized to be constructed. The additional lines to be constructed are those for which the M. and E. I. Ry. Co. had secured franchises.

The company has constructed a line from London to Lambeth, and expects to place it in operation on an early date. (Feb., pg. 47.)

The St. Joseph Transportation Co., a reference to which will be found on pg. 253,

under Ontario and the Great Lakes, is applying at the current session of the Dominion Parliament for an act of incorporation, authorizing it, among other things, to construct a single or double-track railway, not less than 3-ft. gauge, along its canal, with branch lines not exceeding 15 miles in length, to towns and villages within 15 miles of the canal, and to operate the same by electricity, steam or any other motive power.

St. Mary's River Ry.—An act was passed at the current session of the Dominion Parliament authorizing the extension of the line from Spring Coulee, Alta., to Cardston, Mountain View, and any point in range 1, west of the 5th meridian; from between Spring Coulee and Mountain View to the C.P.R. between range 2, west of the 5th meridian, and range 27, west of the 4th meridian, and from Stirling easterly to range 4, west of the 4th meridian, between the C.P.R. and the International boundary; with branches not exceeding 30 miles in any one case. The head office of the company is changed to Montreal, and power is given to issue bonds to the extent of \$15,000 a mile. (Feb., pg. 47.)

St. Thomas St. Ry.—By an act passed at the recent session of the Ontario Legislature, the rights and powers of the St. Thomas Street Ry. Co. are vested in the city, and the council is authorized to issue debentures for \$15,000 for repairs to the line and its equipment, and for the purchase of additional cars, etc. Authority is also given to extend the line from St. Thomas to Port Stanley, and to issue in respect of such extension debentures to the extent of \$15,000 a mile. Authority is also given to enter into agreements with other electric railways, and to sell the lines on the passing by the citizens of the necessary by-laws. (April, pg. 121.)

Stratford Radial Ry. (Electric).—H. M. Sloan, J. Jamieson, G. Sutherland, Chicago, Ill.; R. Paxton, Port Dover, Ont.; J. E. Ferguson, Ingersoll, Ont., were incorporated by an act passed at the recent session of the Ontario Legislature with this title to construct an electric railway in Stratford with branches to Mitchell, St. Marys, Embro and other points. Power is given to enter into agreements with other companies for running arrangements, or to amalgamate with them. The capital of the company is fixed at \$500,000, of which \$200,000 is to be devoted to the lines in Stratford and the Mitchell branch, and \$150,000 each to the Embro and St. Marys branch lines. Bonds to the extent of \$20,000 a mile may be issued. The lines are to be commenced in two years and completed in five years. (April, pg. 121.)

Suburban Rapid Transit Co. (Electric).—The Winnipeg city council has passed a resolution extending the time for the completion of the line from city limits to Sturgeon Creek for four months from July. The reason given for the delay is that the rails cannot be delivered until Aug. (May, pg. 151.)

Sudbury, Copper Cliff and Creighton Electric Ry.—N. T. Hillary, J. S. Gill, D. Baikie, R. Martin, W. H. Mulligan, J. McLeod, J. Purvis, R. H. Arthur, Sudbury, Ont.; D. L. McKinnon, J. R. McKinnon, W. C. Kilpatrick, J. Price, Copper Cliff, Ont., have been incorporated at the recent session of the Ontario Legislature with this title to construct an electric railway from the boundary of Snider township, Algoma, through Copper Cliff and Sudbury, and the township of McKim, Nipissing. The capital is \$150,000, and bonds to the extent of \$15,000 a mile may be issued on each five-mile section as it is completed. (April, pg. 122.)

Temiskaming and Northern Ontario Ry.—When grading was started in 1902 on this line it had not been decided whether it would join existing lines at North Bay or Nipissing

Jct., consequently the contractors began work about three miles out of North Bay. Since the arrangement for terminal facilities at North Bay was completed with the C.P.R., right of way has been acquired and the grade from the C.P.R., east of North Bay, to the point where work was started in 1902, completed. An official ceremony took place June 15, at the point of junction with the C.P.R., when the first spikes were driven. The Mayor of North Bay drove the first one, and H. Doheny, one of the sub-contractors, the second. Tracklaying was proceeded with immediately thereafter, and press reports stated, July 2, that 10 miles had been laid. A work train is in operation. (June, pg. 219.)

Tillsonburg, Lake Erie and Pacific Ry.—At the recent session of the Ontario Legislature an act was passed confirming a by-law of the town of Ingersoll, voting \$20,000 as a bonus to this company, in connection with the extension of its line from Tillsonburg to Ingersoll.

The Dominion Government has been asked to vote a subsidy for an extension of the line from Ingersoll to Collingwood, via Embro and Stratford. (June, pg. 219.)

Toronto and Hamilton Ry. (Electric).—The application to the Dominion Parliament at its current session for the incorporation of a company to construct an electric railway from Toronto to Hamilton and with power to connect with or acquire other electric railways, is meeting with considerable opposition. The cities of Toronto and Hamilton, as well as other municipalities are opposing the bill on various grounds, and numerous amendments are being made. The bill is understood to be in the interests of the Toronto Ry. Co., and it is claimed that the powers of amalgamation asked for by the T. and H. Ry. would enable it to absorb the Toronto Ry., the Hamilton Street Ry. as well as the other electric railways round Toronto, Hamilton and St. Catharines, thereby interfering with the rights of the Province and the municipalities to control speed, etc. (June, pg. 219.)

Toronto, Hamilton and Buffalo Ry.—At the recent annual meeting it was arranged that during the current season considerable work will be done in the way of filling in trestle bridges and improving embankments east of Hamilton, Ont. (April, pg. 122.)

Toronto and Mimico Ry.—At the recent session of the Ontario Legislature an act was passed changing the name of the Toronto and Mimico Electric Ry. and Light Co. to the Toronto and Mimico Ry. Co., and authorizing an extension of its line from Long Branch to Hamilton, and to connect its lines with those of the Toronto Suburban Ry., the Toronto Ry., the Hamilton Street Ry., the Hamilton Radial Electric Ry. and the Hamilton, Grimsby and Beamsville Electric Ry., and to enter into arrangements with these companies for amalgamation, lease or purchase of their lines in whole or part, or for the lease or purchase to either of them of any portion of its lines. (June, pg. 219.)

Winnipeg Electric Street Ry.—We were recently advised that the daily press reports that extensions to East and West Kildonan were projected, were premature, as the matter had not been considered by the company, and that no decision had been reached as to any other extension. (May, pg. 153.)

Vancouver, Victoria and Eastern Ry.—Contracts are reported let to Siems & Shields, St. Paul, Minn., for the branch from Grand Forks to Phoenix, B.C., 24 miles, and to P. Welch, Spokane, Wash., for the spur line from Grand Forks to the Granby smelter. Surveys are also reported to have been made for a line from Phoenix to the Okanagan river, B.C., 123 miles. (June, pg. 219.)