

Belleville and Point Anne Ry. Co.—A. A. Ansley, W. Pinkerton, T. S. Carmen, U. E. Thompson, J. McGowan, J. W. McNab, were incorporated at the recent session of the Ontario Legislature with this title to construct a railway from the G.T.R. line in the township of Thurlow, to the shore of the Bay of Quinte at Port Ann. The capital of the company is fixed at \$50,000, and power is given to issue bonds to the extent of \$10,000 a mile. The application was made in the name of the Point Ann Ry. Co., but the title was changed by the Legislature. The line is to connect the Belleville Portland Cement Co.'s works with the G.T.R. (May, pg. 150.)

Berlin, Waterloo and Lake Huron Ry.—During the passage of the bill of the Berlin, Waterloo, and Georgian Bay Ry. Co. through the Commons its title was changed by substituting "Lake Huron" for Georgian Bay, and changing the route so that the line to be constructed will extend from Berlin to Wellesley, Linwood, and Glen Allan, thence to Goderich, Ont. Collingwood was the terminus originally proposed. (June, pg. 213.)

Brandon, Saskatchewan and Hudson's Bay Ry.—M. S. Fraser, J. D. McGregor, C. A. Young, A. C. Fraser, P. B. H. Ramsey, J. A. Osborne, C. Whitehead, T. C. Norris and J. W. Bettes, are making application at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from the International boundary between ranges 23 and 25 west of the principal meridian in Manitoba, via Brandon and Pas Mission to Fort Churchill or some other point on Hudson's Bay; from the International boundary between ranges 16 and 18 west of the principal meridian to the International boundary south of the Souris river; from Brandon to Neepawa; and branches not exceeding 50 miles in length. The Bill was thrown out by the Railway Committee, but was restored to the order paper by direction of the House of Commons, June 24. (Mar., pg. 93.)

B.C. Northern and Mackenzie Valley Ry. Co.—The bill incorporating this company was passed at the recent session of the B.C. Legislature. The main lines to be constructed will be of standard gauge and will be operated by steam, but power is also given to construct branch lines or feeders of a gauge to be approved by the Government, to be operated either by steam or electricity, and to construct branches on the monorail principle. (June, pg. 213.)

The B.C. Southern Ry. Co. was at the current session of the Dominion Parliament granted an extension of five years within which to construct or acquire a railway from Fort Steele to Golden, B.C., following the valleys of the Columbia and Kootenay rivers.

Bruce Mines and Algoma Ry.—The amended act giving power to construct a line from the present terminus at Rock Lake station, Ont., to Biscotasing station on the C.P.R. transcontinental line, was passed at the recent session of the Ontario Legislature. (June, pg. 213.)

Canada Atlantic Ry.—Power was given at the current session of the Dominion Parliament to construct a line from west of Whitney station, Ont., northwesterly to Sault Ste. Marie, Ont. The line is to be constructed within five years, and power is also given to complete lines authorized in previous acts within five years from the date of this act.

The extension to Sault Ste. Marie will probably be constructed from Brule Lake station, 182 miles west of Ottawa, although there have been rumors to the effect that the line constructed in 1902 by the St. Anthony Lumber Co., from Whitney to Big Opeongo lake, would be utilized. While this piece of line was constructed as a lumbering road, it was generally stated that the work done was of such

a character as would warrant the use of the line for passenger traffic. E. J. Chamberlin, General Manager, is reported to have recently stated that surveys for the new line would be commenced early next winter and that construction would be proceeded with immediately thereafter. (May, pg. 145.)

Canada Central Ry.—An act was passed at the recent session of the Ontario Legislature authorizing the construction of a line, in connection with its authorized main line, from Sudbury to Toronto, passing through Scotia Jct., Fenelon Falls, Port Perry; and a line from near Montreal river, Nipissing district, easterly to the boundary between Ontario and Quebec. A resolution was passed by the Legislature authorizing the setting apart of 7,400 acres of land a mile, towards the construction of not exceeding 70 miles of railway from the head of deep water navigation on the French river, through Sudbury, to a point in Hutton tp. H. C. Hamilton, Solicitor at Sault Ste Marie, Ont., for the Consolidated Lake Superior Co., stated that this was the line for which F. H. Clergue recently asked a land grant bonus from the Government. Those interested in the line were not identical with those behind the C.L.S. Co., but included some of them; and their relations to the C.L.S. Co. would be altogether in harmony. The line would connect at Sudbury with the Manitoulin and North Shore Ry. Co.'s line. F. H. Clergue will leave shortly for England, and it is said his object is to place the Company's bonds. (Jan., pg. 19.)

Canada National Ry. and Transit Co.—By an act passed at the current session of the Dominion Parliament the Company has been given an extension of two years within which the construction of the projected railway from Toronto to Collingwood, Ont., may be commenced. (Feb., pg. 38.)

Cape Breton Electric Ry.—The difficulties between the Company and the town council of Sydney Mines, N.S., have been adjusted, and the operation of the lines in the town commenced. (Jan., pg. 19.)

Cape Breton Ry.—We were advised June 4, that the bridge over river Tillard would be completed a few days thereafter, and that rails would be laid into St. Peters N.S., about the same time. The stations and other structures on the 31 miles between Point Tupper and St. Peters, are being proceeded with, and it is expected that everything will be completed so to permit operations by Aug. 1. No definite arrangements have been made for continuing construction eastward from St. Peters. (June, pg. 213.)

Cardiff Ry.—J. J. Haney, W. G. Black, J. L. McDougall, Jr., Ottawa; J. E. Woods, C. Renney, Frank, Alta., were incorporated by an act passed at the current session of the Dominion Parliament with this title to construct a railway from sec. 31, tp. 6, range 3, west of the 5th meridian, to a junction with the C.P.R. Crow's Nest branch near Frank, Alta. Bonds to the extent of \$30,000 a mile may be issued, and the Company may lease or sell its line to the C.P.R. (Jan., pg. 19.)

Central Trunk Ry.—The application to the Ontario Legislature for a charter to incorporate the C.T. Ry. Co., was signed by H. F. Codd, Toronto; W. D. Hogg, Ottawa; A. Langlois, J. Robinson, H. W. Raphael, Montreal; M. J. O'Brien, Renfrew; E. McMullen, Boston, Mass.; C. M. Thompson, J. D. Wells, New York city. The application was thrown out by the Railway Committee. (June, pg. 213.)

The Chateauguay and Northern Ry. has acquired a width of 40 ft. of the right of way of the Montreal Terminal Ry. from Bout de

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