

H. H. Powell, of Brantford; Jas. Gamble, of Woodstock, Ont., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Brantford to Hamilton, Ont. Power is asked to make agreements with the Hamilton Radial Electric Ry., the Hamilton Street Ry., the Hamilton and Dundas Street Ry., and the Brantford Street Ry. The application was opposed before the Railway Committee of the House of Commons by the promoters of the Hamilton, Ancaster and Brantford Ry., and a clause was inserted to the effect that if the H., A. and B. Ry. constructed five miles of line this year, the B. and H. Ry. Co.'s charter will become inoperative. It was also authorized to amalgamate with the Grand Valley Ry., subject to the approval of the city of Brantford, but with no other company. (Jan., pg. 74.)

Brantford and Lake Erie Ry. (Electric).—E. L. Goold, R. H. Reville, Brantford, Ont.; H. F. Teeter, Waterford, Ont.; E. C. Carpenter, Simcoe, Ont.; R. A. Dickson, Delhi, Ont., were incorporated at the recent session of the Ontario Legislature with this title to construct an electric railway from Brantford to Port Dover, with a loop from Waterford through Delhi and Lynedoch to Simcoe, Ont. (Mar., pg. 73.)

British Columbia Electric Ry.—Work has been so far completed on the power plant of the Vancouver Power Co. that on April 2 the lines between Vancouver and New Westminster, and in New Westminster, were operated by power obtained from the plant at Lake Beautiful. It is expected that early in June the lines in Vancouver will be operated by electricity from the new plant. The tunnel between Lakes Beautiful and Coquitlam is expected to be completed by the end of the year, when there will be 9,000 h.p. available, which may be increased on short notice.

British Columbia, Northern and Mackenzie Valley Ry.—A special session of the B.C. Legislature has been called to be held during the current month, the Premier states, mainly for the purpose of considering railway bills. The B.C. Government proposes to submit for approval a bill providing for a subsidy for the construction of the railway projected by the B.C.N. and M.V. Ry. Co. One of the conditions of the granting of the subsidy is the deposit of \$26,000 with the Government as a guarantee.

Bruce Mines and Algoma Ry.—The Ontario Commissioner for Public Works, in his report for 1903, states that the total length of the line is 16.36 miles, an extension of 1.55 miles, from Bruce Mines to the shore of Lake Huron, having been placed in operation during 1903. (Dec., 1903, pg. 423.)

Campbellford, Lake Ontario and Western Ry.—J. B. Ferris, W. J. Crossen, G. M. Ferris, W. H. Floyd, H. Barrett, F. L. Fowke, E. R. Blow, J. J. Mason, H. J. Walker are applying at the current session of the Dominion Parliament for an act incorporating a Company with this title to construct a railway from Blairton and Ivanhoe on the C.P.R., to a point on the same line between Locust Hill and Leaside Jet., Ont., passing through or near Campbellford, Cobourg, Port Hope, Whitby and other points. A number of the promoters of the Company were C.P.R. asking for the extension of that Company's line to lake front points. (Mar., pg. 73.)

Canada Southern Ry.—Recent press reports stated that it had been decided to double track this line between St. Thomas, Ont., and Buffalo, N.Y., and that work would be commenced as soon as the weather conditions permitted. We were advised April 13 that it was not contemplated doing any second track work in Canada this year.

Canadian Traction and Power Co.—Application is being made at the current session of the Dominion Parliament for an act incorporating a Company with this title to construct an electric railway from Montreal to Ottawa. L. Boyer, solicitor, Montreal, is acting for the promoters.

Cape Breton Ry.—The Nova Scotia Provincial Engineer, in his report for the year ended Sept. 30, 1903, states that the line from Point Tupper to St. Peter's, N.S., 31 miles, was opened for traffic in Aug., 1903. His inspection was made Aug. 14, when he found some small matters to be attended to before the line could be considered completed, and on Sept. 1 he recommended the payment of a further sum of \$20,000 on account of subsidy, and that \$23,600 be retained on account of work requiring to be completed. At that time he recommended that provided a desirable connection could be arranged with the Intercolonial Ry. at Point Tupper, trains could be operated at a speed not exceeding 15 miles an hour. (Nov., 1903, pg. 389.)

Central Ontario Ry.—Surveys have been made for an extension from the present terminus at Bancroft, Ont., to Whitney, on the Canada Atlantic Ry., about 40 miles. W. P. Wilgar was in charge of the survey. An injunction has been granted in the Ontario courts at the instance of T. G. Blackstock, acting for himself and other bondholders, restraining the directors from taking any further steps in regard to the proposed extension. (Dec., 1903, pg. 423.)

Central Trunk Ry.—J. A. Ellis, E. McMahon, of Ottawa; E. L. Lobdell, H. B. Richardson, E. L. Jacobs, of Chicago, Ill., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title for the purpose of acquiring the Atlantic and Lake Superior Ry. and all lines amalgamated or connected therewith. The A. and L.S. Ry. comprises the Baie des Chaleurs Ry., from Matapedia, on the Intercolonial Ry., to New Carlisle, Que., 100 miles; the Great Eastern Ry., from Yamaska to River St. Francis, Que., 6 miles; from Nicolet to St. Gregoire, Que., 7 miles; and from Yamaska to Sorel, 10 miles; total, 23 miles; and the Ottawa Valley Ry. from Lachute to St. Andrew's, Que., 7 miles. Of these lines only the Baie des Chaleurs Ry. was in operation during 1903.

Charlemagne Traction and Power Co.—Application is being made at the current session of the Quebec Legislature for an act incorporating a Company to construct a system of electric railways in the counties of Terrebonne, Montcalm, L'Assomption and Berthier.

Chicago, Soo and North Atlantic Ry. and Steamship Co.—Application will be made 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 northeasterly to the east shore of Hudson's Bay, thence through northern Quebec and Ungava to Hamilton Inlet, on the Labrador coast. W. R. Grundy, Toronto, is solicitor for the promoters.

Chicoutimi and North-Eastern Ry.—Sir A. P. Caron, C. B. Powell, M.L.A.; J. Edgerley, R. V. Sinclair, J. A. Ellis, of Ottawa; J. G. Scott, W. J. Ray, B. A. Scott, E. J. Duggan, of Quebec, are applying at the current session of the Dominion Parliament for an act authorizing the incorporation of a company to construct a railway from Chicoutimi to Rigolet Bay or Hamilton Inlet, to the Gulf of St. Lawrence or to a point on the Atlantic coast, as may be found most convenient.

Crawford Bay and St. Mary Ry.—Application is being made at the current session of the Dominion Parliament for an act incorporating a Company with this title to con-

struct a railway, to be operated by steam or electricity, from Crawford Bay, on Kootenay Lake, through the Crawford Creek and St. Mary River valleys to Fort Steele, B.C. Power is also being asked to operate steamers on the navigable waters adjacent to the line, and to construct telegraph and telephone lines. Macdonald & Winn, Rossland, B.C., are solicitors for the promoters. (Mar., pg. 74.)

Detroit River Bridge.—C. M. Hays, 2nd Vice-President and General Manager, G.T.R.; F. W. Morse, 3rd Vice-President, G.T.R., were in Detroit, Mich., recently, with a view of consulting with the officials of the Michigan Central Ry., respecting locations for the projected bridge over the Detroit River. On returning to Montreal Mr. Hays stated that an engineer had been instructed to make a report upon the prospects of an International bridge between Detroit and Windsor. The engineers employed for this purpose are Boller and Hodge, of New York. Mr. Boller has been at Detroit recently making an examination of the river and of the proposed sites. (Mar., pg. 74.)

Du Lieve and Ottawa Ry.—J. F. Higginson, H. P. Brunell, of Buckingham, Que.; J. I. MacCraken, D. J. McDougall, D.A. MacMahon, of Ottawa, are applying at the current session of the Dominion Parliament for an act incorporating a Company with this title to construct a railway, to be operated by steam or electricity, or both, from Ottawa to Buckingham, Que., through the counties of Wright and Labelle; thence up the valley of the Lievre River to a junction with the projected line between Quebec and Winnipeg. Power is also asked to construct a branch line from Buckingham to the Ottawa River near Thurso, Que. (Mar., pg. 75.)

Duluth, Virginia and Rainy Lake Ry.—Press reports state that grading is being pushed between the present end of track at Pelican Lake, to Ashawa, 16 miles, and that surveys have been completed for the extension of the line from Ashawa to Koochiching, Minn., 70 miles. This point is opposite Fort Frances, Ont., on the Canadian Northern Ry., and a ferry service is operated connecting the Canadian and the U.S. sides of the Rainy River at this point. (Mar., pg. 75.)

Edmonton and Slave Lake 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 the projected line from Edmonton to Slave Lake, Atha. W. Mackenzie, President, and W. H. Moore, Secretary of the Canadian Northern Ry., are respectively President and Secretary of the E. and S.L. Ry. Co. (Mar., pg. 75.)

Edmonton, Athabasca and Mackenzie River Ry.—Hon. H. J. Macdonald, D. C. Cameron, D. W. Bole, R. R. Sutherland, W. C. P. Heathcote, of Winnipeg; J. K. Cornwall, of Lesser Slave Lake, Atha., applied at the current session of the Dominion Parliament for an act incorporating a Company with this title to construct a railway from Edmonton, Alta., north to Fort McMurray, on Athabasca River, thence northwesterly to Fort Vermillion, on Peace River, and thence northerly to Slave Lake or Slave River. The application was rejected by the Railway Committee of the House of Commons. (Mar. pg. 75.)

Edmonton Street Ry.—Application is being made at the current session of the Dominion Parliament for an act authorizing the Company to supply power for motive purposes, to deal in land, and for other additional powers.

We were recently advised by Trethewey & Inglis, of Montreal, with whom an agreement has been entered into by the town council, which holds the charter, that they were