

tion of the Government, is about 110 miles, and the act provides that its construction is to be in charge of a commission of not less than three or more than five, who are to be paid \$1,000 a year each. The material used for the construction of the line, and the equipment is as far as possible to be of Canadian origin and manufacture. It is provided that the cost of construction is to be met by issuing debentures redeemable out of a fund created by the sale of lands, of which not exceeding 20,000 acres a mile are to be set aside in tiers of townships. Aliens are not to be employed, and the current rate of wages for similar work is to be paid by the contractors. The commissioners are to have full power to appoint surveyors, accountant and other necessary officials for the construction of the line, fix the route, etc., and report to the Legislature. The commissioners are declared to be a corporation, and to be vested with all the powers usually conferred on railway companies by the railway acts.

According to the survey made by W. B. Russell, C.E., the route proposed to be followed is from North Bay through the townships of Widdifield, Mulock, Merrick, Stewart, and Osborne, then across unsurveyed territory, crossing the projected Nipissing and James' Bay Ry., the construction of which was started in 1901, at Redwater lake, to the north east arm of lake Temagami, then due north through the timber reserve to the township of Bucke, and thence to Thornloe, on Lake Temiskaming. Of this route about 50 miles has been located and is ready for construction. It is not improbable that this route will be abandoned, and an arrangement made whereby the route of the Nipissing and James' Bay Ry. will be utilized. In the course of the discussion in the Legislature the Commissioner of Public Works said that the length of railway at present contemplated was 110 miles, but it might be desirable at an early date to extend it through the agricultural belt. The estimated cost of the line was \$2,234,000; the highest estimated cost of any portion was \$40,000 for a mile or so of rough country about 29 miles north of North Bay, the total cost for 10 miles there being \$278,000. Elsewhere the country does not present any serious difficulties, although the cost would be somewhat heavier than other lines, owing to the use of Canadian rails and materials generally. The Premier stated that the Dominion Government had been interviewed with regard to a subsidy, but a decision had not then been reached. As to the operation of the line, the Commissioner of Public Works said the Government might operate it, but at any rate the right had been retained to give running powers to any railway wishing to get into the Temiskaming country. (Feb., pg. 62.)

Thunder Bay, Nipigon and St. Joe Ry.—The Ontario Legislature has voted \$2,000 a mile for 10 miles of line from a point 30 miles east of Port Arthur, Ont., in addition to 5,000 acres of land. In 1901, a cash and land bonus to the same extent was voted in respect of the first 30 miles. D. F. Burk, President, and his associates are making application for a Dominion subsidy. As soon as this is voted, it is stated that construction will be commenced. (Aug. 1901, pg. 233.)

Tilsonburg, Lake Erie and Pacific Ry.—We were recently informed that work would be resumed on the extension from Tilsonburg to Ingersoll during March, and that the line would be completed and in operation by July 1. J. A. Dart, the contractor, had the ties distributed and everything ready for completing the work last year, but a deviation of a mile had to be made to comply with the requirements of the Railway Committee of the Privy Council. (Dec. 1901, pg. 359.)

Application is being made at the current session of the Dominion Parliament for an act

declaring the Co.'s corporate powers in force although the line was not completed within the time limit, and authorizing its extension from Ingersoll through the counties of Oxford, Perth, Waterloo, Wellington, Dufferin, Grey and Simcoe to Georgian Bay. (Feb., pg. 62.)

Toronto and Hamilton Ry. Co.—The bill to incorporate a company under this title was withdrawn by the promoters at the recent session of the Ontario Legislature, the subcommittee appointed to consider it having voted unanimously against its consideration. (Feb., pg. 62.)

Toronto, Lindsay and Pembroke Ry.—By a special clause in the Railway Subsidy Act passed at the recent session of the Ontario Legislature the periods within which work must be commenced and completed were extended by three years each, viz. from 1902 and 1905 to 1905 and 1908 respectively.

Toronto Suburban Ry. Co.—An act was passed at the recent session of the Ontario Legislature ratifying a by-law passed by the township council of Etobicoke, confirming an agreement between the township and the Co. respecting the operation of the latter. The agreement gives the T.S. Ry. Co. permission to lay its tracks from the present terminus at Lambton Mills, along Dundas St. through the village of Islington to the westerly limit of the township of Summerville.

The Trans-Canadian Ry. Co. was incorporated by the Dominion Parliament in 1895 to construct a railway from or near Quebec, westerly in a straight line as near as possible to Lake Winnipeg, thence westerly by way of the Yellowhead pass, thence via the Skeena valley to Port Simpson or Port Essington, on the Pacific coast. The Co. was not limited as to time, but in 1897 the name of the Co. was changed to the Trans-Canada Ry. Co.; it was given power to construct a branch from the main line at the crossing of St. Maurice river southerly to the village of Montcalm, thence in a direct line to Montreal, such branch not to be constructed until 200 miles of the main line beginning at Quebec shall be in operation. The Co. was given four years within which to commence construction and 10 years to complete its lines. On June 30, 1901, some construction was done at Roberval, Que., the terminus of the Quebec and Lake St. John Ry., 190 miles from Quebec, in order to keep the charter alive. Application is being made at the current session of the Dominion Parliament for an act declaring the corporate powers of the Co. in full force and effect and to consolidate the acts relating to the Co. Power is also sought for an extension of time to complete the railway commenced at Roberval, Que., in July, 1901, to the Nottawa river, James bay, and for running powers over the Quebec & Lake St. John Ry. from Roberval to Quebec and Chicoutimi and for other purposes.

At a meeting held in Quebec, Mar. 4, the Co. was formally organized. J. G. Scott, General Manager of the Quebec and Lake St. John Ry., and of the Great Northern Ry. of Canada, with others connected with these railways, are among the promoters of the line. It was stated that a construction firm in Chicago was ready to commence work on the first 60 miles from Roberval as soon as the act is obtained. The capital of the Co. is \$20,000,000. See Quebec and James Bay Ry., Aug., 1901, pg. 232.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—It is reported that negotiations have been going on between the promoters of this line and the B.C. Government with a view to making it a part of the Canadian Northern Ry. system, but nothing appears to have been decided along this line, so far as a contract between the Co. and the government is concerned.

The spur lines projected to Phoenix and to the Granby smelter, Grand Forks, about which difficulties arose between the Co. and the Kettle Valley Lines, will not be constructed at present. So far as the Granby smelter spur is concerned the right of way for the tracks has been granted by Grand Forks and the difficulties between the two companies arranged.

Application is being made at the current session of the Dominion Parliament for an act granting an extension of time within which the lines authorized to be constructed may be commenced and completed. (Feb., pg. 62.)

Vancouver, Westminster, Northern and Yukon Ry.—Negotiations are still proceeding with the Vancouver city council respecting right of way, etc. The Co. proposes to locate its terminus at the Royal City Mills, which will be reached by a bridge from the north side of the creek, and asks for a triangular strip of the creek flats about 100 acres in extent. It is said that as soon as an agreement is reached construction will be commenced. President Hendry recently stated in an interview that he anticipated that the Vancouver, Victoria and Eastern Ry., the Northern Pacific Ry., and the Great Northern Ry. (U.S.), would enter Vancouver over the V., W., N. and Y. Ry. Surveys have been made on the northern extension of the projected line as far as Lillooet. Thence the line is projected by the Buckley valley and will strike the Blackwater river at the point where the Canadian Northern Ry. from Port Arthur, Ont., to Bute Inlet, B.C., will cross. (Jan., pg. 5.)

Velvet (Rossland) Mine Ry. Co.—F. E. Harman, G. B. Mee, A. Davidson, and H. Frisby, of London, Eng., are making application at the current session of the Dominion Parliament for an act incorporating a company under this title to construct a narrow gauge railway from Rossland, B.C., to Velvet Mines, on the west side of Sophia mountain, thence south-easterly to the international boundary, to a connection with a U.S. line; and with power to enter into an agreement with the C.P.R., the Columbia and Western Ry., the Red Mountain Ry., and the Great Northern Ry. for conveying or leasing the line. The head office of the Co. is to be in London, Eng., the capital \$500,000 and bonding powers to the extent of \$30,000 a mile are sought.

Vernon to Lumby.—A proposition is under consideration for the construction of a tramway between Vernon and Lumby, B.C., about 15 miles. P. Ellison, M.L.A., Vernon, is one of the promoters.

Victoria Terminal Ry. and Ferry Co.—Work is progressing on the extension of the Victoria and Sydney Ry. to the old market building in Victoria, which is being converted into a terminal station. Pending the construction of the permanent ferries, transfer barges will be used to carry the cars to the mainland, and these will probably operate to Vancouver until the slips and the connecting lines via New Westminster are completed. It is reported that the Great Northern Ry. (U.S.) is negotiating with McKenzie Bros., for the control of the line. (Feb., pg. 62.)

Virden Northern Ry. Co.—W. J. Kennedy, J. F. Frame, H. C. Simpson, W. J. Wilcox, J. W. Higginbotham, B. Meek, R. E. Trumbell, F. R. McLellan, H. H. Goulter, J. F. C. Menlove, J. Joslin, W. D. Craig, D. McDonald, R. Langtry, and J. H. Agnew, of Virden, Man., were incorporated at the last session of the Manitoba Legislature under this title to construct a railway, to be operated by steam or electricity, from township 1, ranges 24 to 27 west of the 1st principal meridian, northerly to Virden, thence northerly or north-westerly to the northern or western boundary of Manitoba. The Co. may amalgamate with any other railway company; it may purchase