

Niagara-on-the-Lake has voted a bonus of \$15,000, and a by-law is ready for submission to the taxpayers of Grantham township voting a bonus of \$10,000, whilst St. Catharines has decided to take \$20,000 in stock. The company proposes to obtain its power from one of the power companies in the vicinity, but no contract has been made in respect of it at present. The estimated cost of the first section of the line and its equipment is \$350,000. The capital of the company is \$250,000, and it has power to issue bonds to the extent of \$30,000 a mile. The prospectus states that it is estimated that the gross earnings from this section would be \$108,000, and after paying 55% for operating expenses and \$23,750 interest at 5% on \$25,000 of bonds a mile, there would be \$24,850 left to pay dividends. H. W. Middlemist, A.M.I.C.E., a British engineer, who for some years has been engaged in electric railway construction in the United States, is Chief Engineer. It is understood that Pittsburg, Pa., people are at the back of the enterprise. (July, pg. 233.)

**New Brunswick Coal and Ry. Co.**—W. C. Hunter, the new Manager, says that it is the intention of the company to make necessary improvements on the line, including additional ballasting and the building of new bridges. (Jan., pg. 5.)

**New Brunswick Southern Ry.**—The House of Commons has passed an act declaring the N.B.S. Ry. (the old Shore Line Ry.) from St. John to St. Stephen, N.B., to be a work for the general advantage of Canada. The section of the bill authorizing the construction of an international bridge over the St. Croix River at St. Stephen, was struck out. (July, pg. 233.)

**Nicola, Kamloops and Similkameen Coal and Ry. Co.**—At the current session of the Dominion Parliament an act was passed recognizing the act of incorporation passed by the B.C. Legislature in 1901, and the amending act of 1903, and authorizing the issue of bonds to the extent of \$35,000 a mile of the line, giving power to enter into an agreement with the C.P.R. or any other railway company authorized to construct lines in B.C., and extending the time for the commencement of the line for two years, and for five years for its completion. (June, pg. 188.)

**Okotoks and High River Lumbering and Development Co.**—J. B. Powell, Calgary, Alta.; W. Fisher, Okotoks, Alta.; E. J. Powell, London, Ont.; W. J. Parkhill, Midland, Ont., and Ellen Powell, Toronto, have been incorporated by an act passed at the current session of the Dominion Parliament with this title, with power, among other things, to construct tramways, to be worked by electric or other power, and to carry on a general navigation business in the Okotoks and High River valleys. (June, pg. 188.)

**Ottawa Electric Ry.**—The taxpayers of the township of Clarke, Durham county, have defeated a by-law proposing to give a bonus of \$20,000 towards the construction of this projected electric railway from Toronto to Ottawa. (June, pg. 189.)

**Ottawa River Ry.**—The act authorizing an extension of this projected railway from Grenville, Que., to Ottawa, and thence to Georgian Bay, between Midland and Parry Sound, has been passed at the current session of the Dominion Parliament. The act gives power to construct branch lines to Terrebonne and Rawdon, to Ste. Anne de Bellevue, to Ste. Rose and St. Vincent de Paul, to Ste. Therese and Terrebonne, to Ste. Scholastique, Oka and St. Placide, and to the St. Lawrence River, near Maisonneuve, Que. Power is also given to amalgamate with the Montreal and Northern Ry.; the Central Trunk Ry., the Ottawa Valley Ry., the Irondale, Bancroft and Ottawa Ry., the Central Ontario Ry., and the G.T. Pacific Ry., or any of them. The

line is to be completed within three years from June 1, 1904. (June, pg. 189.)

**Prince Edward Island Ry.**—The following amounts for betterments, etc., have been voted at the current session of the Dominion Parliament:

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| Increased accommodation at Kensington .....      | \$ 4,000 |
| Straightening line at Curtis Creek .....         | 21,500   |
| Increasing accommodation at Charlottetown .....  | 85,000   |
| Enlarging freight shed at Bradaire .....         | 500      |
| Murray Harbor branch and Hillsboro' bridge ..... | 650,000  |
| New station at Alverton .....                    | 2,000    |
| Survey to Montague bridge .....                  | 500      |

(June, pg. 189.)

**Reld Newfoundland Co.**—Sidings are being constructed at a number of points along the line, including Burnt Bay (2), Notre Dame Jct., Grand Lake, Badger Brook, Indian Arm Pond. A new trestle is under construction near Duff's station, and a new steel bridge on granite abutments is to be erected this season at Flat Bay.

**St. Catharines, Pelham and Welland Electric Ry.**—Negotiations are in progress for securing the right of way for this projected electric railway from St. Catharines to Welland, Ont., and the promoters state that the arrangements will be so far completed as to permit of construction being started in the fall. J. H. Armstrong, St. Catharines, Ont., is Chief Engineer.

Notice is given that application will be made next session of the Ontario Legislature for an act authorizing an extension of the line from the present proposed terminus at Welland to Dunnville, Ont. (July, pg. 235.)

**St. Mary's River Ry.**—The extension of the St. M.R. Ry. from Spring Coulee to Cardston, Alta., has been completed, and a regular train service will be placed in operation at an early date. (Mar., pg. 81.)

**Southwestern Traction Co. (Electric).**—Tracklaying is reported to be going on from Lambeth, Ont., and the grading is said to be practically completed to St. Thomas, Ont. A franchise has been granted by the Yarmouth township council permitting the company to carry its lines along the highways at the boundary of St. Thomas, but this line will be constructed only in the event of the negotiations with the St. Thomas city council failing. (July, pg. 235.)

**Thorold and Lake Erie Ry.**—J. W. Norcross, J. McCullough, Port Colborne, Ont.; J. E. Taschereau, G. T. Smith, Quebec; W. J. Bicknell, Ste. Anne des Montes, Que., have been incorporated at the current session of the Dominion Parliament with this title to construct a railway from Thorold to Port Colborne, thence easterly to Fort Erie, and westerly from Port Colborne to Brantford, Ont., via Dunnville and Cayuga. The company may develop electricity to operate its railway and for other purposes, operate steam and other vessels, telegraphs and telephones in connection with its line. It may enter into an agreement with the Niagara, St. Catharines and Toronto Ry., or any other railway or steamship company. The capital is fixed at \$500,000, and bonds to the extent of \$35,000 a mile may be issued. The head offices are to be at Port Colborne, Ont. The promoters of the company are interested in the Great Lakes and St. Lawrence Transportation Co., which is engaged in carrying grain from points on the Upper Lakes to Montreal and Quebec. It is stated that it is proposed to add a passenger business, and that the railway is to be constructed for the purpose, among other things, of giving the passengers an opportunity of seeing the country, and getting to Port Colborne, or to Thorold, by the time the steamers get through the Welland canal.

**Tillsonburg, Lake Erie and Pacific Ry.**—At act has been passed at the current session of the Dominion Parliament granting an extension of time within which the projected continuation of the line from its present ter-

minus at Ingersoll to Collingwood, Ont., via Stratford or Berlin, may be commenced for two years, and for five years its completion. (June, pg. 191.)

**Toronto and Hamilton Ry. (Electric).**—An act has been passed at the current session of the Dominion Parliament authorizing the construction of a line from Hamilton, at the terminus of the previously authorized line from Toronto, to the International boundary near Niagara Falls, and a branch line to St. Catharines, Ont. A meeting of shareholders for the purpose of formally organizing the company has been called for Aug. 2.

Plans showing generally a route from Toronto to Niagara, Ont., prepared by W. T. Jennings, who is acting as Chief Engineer, have been filed with the Department of Railways at Ottawa, but we have been informed that no definite arrangements have been made as to the exact route to be followed. The line will, however, follow generally the right of way acquired by the Electrical Development Co. for its power line. (June, pg. 191.)

**Toronto and Mimico Ry.**—The Railway Committee of the Ontario Government had before it the application of the T. and M. Ry. for the approval of the plans for the extension of its line from Long Branch to Oakville, Ont. The route proposed by the company would carry it along the lake shore at Lorne Park, while the Etobicoke township council and some private owners asked that the plans be altered so that the line should be constructed north of the highway. The plans were approved of, subject to a further consideration being given to some of the objections of the private owners. Preparations are being made for the early starting of construction on the extension. (July, pg. 235.)

**Toronto, Hamilton and Buffalo Ry.**—We are advised that the principal betterments contemplated are enlargement of terminals, particularly at Hamilton and Welland; the construction of additional passing sidings, and the improvement of bridges, etc. Nothing definite has been decided in regard to the enlargement of the terminals at Hamilton and Welland, and in regard to the bridges we are informed that the work will consist largely of putting in concrete culverts and filling up trestles west of Hamilton. (July, pg. 235.)

**Toronto Union Station.**—The question of the expropriation of the land south of Front Street, Toronto, for the purpose of the construction of a new Union station came before the Railway Commission at Ottawa, July 22, when the C.P.R., the G.T.R., the James Bay Ry., and the city council were represented. As a result of the conference a settlement was arrived at by which a new Union station will be erected on Front St., between Bay and York Streets, to be used on equal terms by the three railway companies, and an order expropriating the land will be issued to the G.T.R., the other expropriation applications being withdrawn. (July, pg. 237.)

**Trans-Canada Ry.**—The act authorizing the organization of the company so soon as \$1,000,000 of its capital has been subscribed and \$100,000 paid up, has been passed at the current session of the Dominion Parliament. The act also provides for the expenditure of \$1,000,000 on the projected lines within four years. (June, pg. 192.)

**Vancouver, Victoria and Eastern Ry. and Navigation Co.**—Over 1,000 men were reported to be at work on the construction of the line between Grand Forks and Phoenix, B.C., including a two-mile spur to the Granby mines, early in July, and P. Welch stated that the number would be doubled by the end of the month. Engineers are out in the vicinity of Similkameen in connection with the extension of the line westerly from Grand Forks. (July, pg. 237.)