

## APPLICATIONS FOR INCORPORATION.

**Alaska & Northwestern.**—Gemmill & May, Solicitors, Ottawa, give notice of application to the Dominion Parliament for the incorporation of the Alaska & Northwestern R. R. Co., to build a line from near Pyramid Harbor, on Lynn Canal, or from a point on or near the International Boundary between Canada & the U.S., in the vicinity of Lynn Canal, thence by way of Dalton Trail to at or near Fort Selkirk, Yukon, with various other powers.

**Algoma Central.**—H. C. Hamilton, Solicitor, Sault Ste. Marie, Ont., gives notice of application to the Ontario Legislature for the incorporation of the Algoma Central Ry. Co., to build a line from at or near Sault Ste. Marie, Ont., to at or near the Michipicoten River, thence northerly to the main line of the C.P.R., & southerly to Michipicoten Harbor, Lake Superior. Very extensive general powers are asked, including carrying on mining operations, &c.

**Haliburton, Whitney & Mattawa.**—Gordon & Sampson, Solicitors, Toronto, give notice that application will be made to the Ontario Legislature for an act to incorporate The Haliburton, Whitney & Mattawa Ry., with power to build a railway from at or near the terminus of the G.T.R. at Haliburton, to a point on the Ottawa, Arnprior & Parry Sound Ry., at or near Whitney, thence northerly to at or near Mattawa; & with power to equip & operate the same by steam or electricity; & if the latter, with power to sell the surplus electricity for light, heat & power purposes, & to supply miners, lumbermen & others doing business in the district through which the railway will run, with electricity for their works & operations.

**Ontario Lands & Oil Co.**—A. E. Shaunessy, Sarnia, gives notice of application to the Ontario Legislature for powers to be given this Co., which is incorporated under the Imperial Company's Acts, 1862 to 1890, to carry on various businesses, including the building of tramways, railways, wharves & ships.

**Pyramid Harbor to Fort Cudahy.**—G. W. Kyle, St. Peters, N.S., gives notice of application to the Dominion Parliament for the incorporation of a company to build & operate a railway from Pyramid Harbor, near the head of Lynn Canal, or from the International Boundary Line to Dalton's Post, on the Dalton Trail, thence to Fort Selkirk, thence northerly to the 141st meridian near Fort Cudahy, with various other powers.

## RAILWAY PROJECTS.

**Amherst & Eastern.**—It is said the surveying of a route for the proposed railroad from Amherst, N.S., to the North Shore, via Truemanville & Chapman Settlement, has been decided upon by the A. & E. Ry. Co.

**Brandon & Southwestern.**—This Co. was incorporated by the Dominion Parliament in 1890 with power to build a line commencing within township 1, ranges 23 or 24 west of the principal meridian in Manitoba, at a point at least  $\frac{1}{4}$  of a mile north of the International Boundary, thence running north-easterly to the main line of the C.P.R., near Brandon. The incorporators were Dr. Hyslop, G. R. Crowe, G. H. Campbell, H. G. Crawford & C. H. Campbell, of Winnipeg, & W. A. Macdonald of Brandon. The Co. was given power to sell or lease to the C.P.R. The same year Parliament voted the Co. a land subsidy of 6,400 acres a mile for 17 miles, from the place of starting, as above mentioned, to Deloraine. The time for construction was extended in 1894 & again in 1896, & it is now required that construction be commenced by Nov. 1, 1898, & completed by Nov. 1, 1901. In response to an enquiry, Robt. Weddell, Trenton, Ont., writes us:—"I have the con-

tract for building the Brandon & Southwestern Ry. from Turtle Mountain coal fields to Deloraine & Waskada, thence to Brandon. The distance is 90 miles. Engineers are locating now. Work may be started next fall. Arrangements are in progress for ties, telegraph poles, fence posts, lumber, rails & rolling stock for active operation in 1899. The railway is to be completed by Nov. 1, 1901."

**C.P.R., Toronto Sudbury Branch.**—The surveys for this line have been about completed under H. Lumsden, C.E., but nothing has been announced in regard to the prospects of construction.

**Central Ontario.**—In our June issue, pg. 98, we stated that the proposed extension from Coe Hill to Bancroft, 18 $\frac{1}{2}$  miles, might possibly be gone on with next season. It is now stated that the road will not be built unless liberal donations are received from the people whose territory it will benefit. (Official.)

**Dominion Eastern.**—This Co. was incorporated by the Nova Scotia Legislature in 1897 to build a line from the terminus of the Nova Scotia Steel Co's. Ry. at Sunny Brae to Country Harbor, with a branch from Upper Country Harbor to Guysboro', about 65 miles in all. The Nova Scotia Legislature has granted a bonus to the extent of \$3,200 a mile & the Dominion Parliament has made a similar grant, to be increased should the average cost of the line be more than \$15,000 a mile. An instrumental survey of the whole line has been made & 10 miles have been located. We have been unable to ascertain anything in regard to when construction is likely to be proceeded with. Jamieson & Baker, contractors, Quakertown, Pa., are said to be interested in the charter, together with some prominent members of the N. S. Steel Co., whose line of 12 $\frac{3}{4}$  miles, which runs from Ferrona Jct., on the I.C.R., 6 miles from New Glasgow, the Co's. headquarters, to Sunny Brae, is under option to Jamieson & Baker, the option having some months yet to run. It is the intention, should the Dominion Eastern go on, to amalgamate the Steel Co's. line with it. (Partly Official.)

**Edmonton District.**—The charter for this line granted by the Dominion Parliament in 1896 empowers the building of a line from Edmonton to South Edmonton to connect with the Calgary & Edmonton line; from Edmonton via St. Albert to the Athabasca River near Fort Assiniboine, with a branch to Stony Plains; & from Edmonton to Fort Saskatchewan, with a branch to Sturgeon River. The incorporators were Dr. Willson & others of Edmonton, Alberta, & W. T., Jennings, C.E., of Toronto. The charter has been sold to people in St. John, N.B., among whom are W. Pugsley, Q.C., G. McAvity, & A. G. Blair, Jr. The two last named recently visited Edmonton & on their return stated that as soon as the railway & traffic bridge over the North Saskatchewan, now being built by the Government, is completed, work will be started on the Edmonton District line, first to connect Edmonton with the C. & E. line at South Edmonton, & then to go on towards the Athabasca River, making the first section of a line to the Upper Yukon Territory.

**The Grand Trunk & Sault Ste. Marie.**—Superintendent Tiffin, of the G.T. Co's Northern Division & Division Freight Agent White, of Toronto, visited Sault Ste. Marie recently. The Express of that place credits Mr. White with saying that General Manager Hays was taking a very active interest in the Co's property there, & was having a survey made from Burk's Falls & Powassan to the Sault. The Express says:—"Mr. White continued as follows: "Mr. Tiffin & myself have just had a discussion with F. H. Clergue, who we freely admit represents the very largest commercial industries in Canada, & after a con-

sultation with Judge O'Connor & other gentlemen as to the business outlook in this part of Ontario, we feel that Mr. Hays will, in connection with Mr. Hill, of the Great Northern Ry., afford to Sault Ste. Marie a G.T.R. & Great Northern connection which will assure the town of competition in the event of any attempt on the part of one road to embarrass the vast trade now established & yet to be established at this point. The Portland export route, which Mr. Hays has put in force, will be 7 steamers a week. That means that the manufacturers of your city will have full & reasonable access to every market in the world."

Enquiry at the G.T.R. head offices has failed to elicit any information on the question.

**Grand Trunk, Ottawa Branch.**—The daily press has been teeming with items lately stating that the G.T.R. was contemplating the construction of a branch line to Ottawa, & that a survey was in progress. There was no foundation in fact for these statements, there being no intention whatever on the Co's part to construct such a line. (Official.)

**The Kootenay Construction Co.** has been registered in London, Eng., with a capital of £100,000, to construct railways & tramways in the Kootenay district of British Columbia.

**Lake Erie & Detroit River.**—It has been decided by the management that the proposed extension from Ridgeway to St. Thomas, Ont., will not be gone on with this year. It is hoped, however, that definite arrangements will be arrived at for the building of the link next year. (Official.)

**McKenzie & Mann's Projects.**—A Winnipeg despatch says:—"It is stated, on what purports to be good authority, that the railway schemes of Mackenzie & Mann contemplate, besides a line to Hudson's Bay, a line to Prince Albert, striking westward from Dauphin, across Gilbert plains into the Saskatchewan valley, & ultimately reaching the Pacific coast, via the Yellow Head or Peace River pass."

**Musquodoboit.**—This Co. was incorporated at the last session of the Nova Scotia Legislature to build a line from Windsor Jet, easterly by Musquodoboit Valley, 40 miles, to Parker's Corner, or from Dartmouth easterly to Musquodoboit Harbor, thence up Musquodoboit Valley to Parker's Corner, with power to extend the line to Halifax or Dartmouth. The provisional directors are: A. Stephen & W. Chisholm, Halifax; A. C. Johnson, Dartmouth; D. W. B. Reid, Middle Musquodoboit; & B. C. Wilson, Waverley. Early this season the Co. applied to the N.S. Government to have a preliminary survey of the route made, the Government agreeing to do the engineering portion of the work, the Co. finding common labor. W. Yorston, C.E., is now making the survey under direction of Provincial Engineer Murphy. (Official.)

**Nipissing & James Bay.**—The Mayor of Toronto recently stated that the promoters of this line were desirous of proceeding with construction from North Bay into the James Bay country at once, but wanted assistance from the city. As the opening of this country was the main object which induced the city to apply for a charter, the Mayor thinks they should be aided.

**Ottawa & Gatineau Valley.**—It is rumored that this Co. contemplates the extension of its line from Gracefield to the Desert River, some 35 miles. At present the line runs from Ottawa to Gracefield, Que., 60 miles. (Unofficial.)

**Ontario & Rainy Riv r.**—T. H. White, recently Chief Engineer of the Canadian Yukon Ry., has been given a similar position on this line by Mackenzie & Mann, & is now in the Mattawan district making a preliminary survey. Some 60 miles from the point of departure on the Port Arthur, Duluth & Western was surveyed by Mr. Turnbull, & the present