

The Columbia and Kootenay Ry. and Navigation Co. has been given, by the Dominion Parliament this session, an extension of five years within which it may construct the railways and branches mentioned in chap. 41 statutes of 1897. The Co. may construct or acquire steam or other vessels suitable for passenger or freight traffic, and operate them in connection with its railway. The office of the Co. is to be in Montreal.

Columbia and Western Ry. Co.—This Co. is seeking power at this session of Parliament to issue bonds to the extent of \$35,000 a mile for the construction and equipment of its line west of Midway, and any branches thereof; such bonds to be a preferential claim on that portion of its railway. It also wants the time for construction extended until 1906.

Crow's Nest Southern Ry. Co.—Hon. G. A. Cox, E. Rogers, H. M. Pellatt, J. W. Flavelle, E. R. Wood, and A. E. Ames, all of Toronto, are seeking incorporation from the Dominion Parliament, under this title, with a capital of \$3,000,000 and bonding powers to the extent of \$25,000 a mile, to construct and operate a standard gauge railway from Michel, East Kootenay, thence by Michel Creek along the Elk and Upper Kootenay rivers to the international boundary; also from Michel Creek northerly along the Elk river valley to the C.P.R. main line; also from a point on the proposed railway northerly and easterly by the North Kootenay pass to Alberta to connect with the B. C. Southern Ry., also branches from any of the proposed lines not exceeding in any one case 30 miles in length.

The bill met with considerable opposition in passing through the House of Commons from the C.P.R., but before reaching the committee stage an agreement was arrived at, by which the opposition was withdrawn, and the remaining stages were unopposed. The agreement, which will be made the subject of a special bill, of which the Minister of the Interior will have charge, provides that the Co. shall not sell coal or coke outside Canada at prices which discriminate unfairly against consumers in Canada; if the spirit of this agreement shall be violated, the Governor-in-Council may make such restrictions as he may see fit, with a view to preventing such unfair discrimination. The order-in-council shall be published in the Canada Gazette, and if the Co. violates it, it covenants to pay \$3 to the Government for each ton of coal or coke so transported; the agreement to terminate when satisfactory competition has arisen by the opening of other coal mines and coke ovens.

To the Co.'s act, which has passed the British Columbia Legislature, clauses have been added under which the Lieut.-Governor-in-Council has power to fix maximum rates for freight and passenger traffic, and obliging the Co. to enter into an agreement with the Government before the act comes into force. This agreement provides that if it appears to the Lieut.-Governor-in-Council that the Co. is not furnishing sufficient coal and coke for use in the Yale and Kootenay districts, the question may be referred to arbitration in the usual form, and pending their decision the Co. shall furnish a supply of coal

and coke as shall be satisfactory to the Lieut.-Governor-in-Council, or in default shall pay \$2 a ton as liquidated damages in respect of the shortage.

The Edmonton, Yukon and Pacific Ry. Co. has been given power at the present session of the Dominion Parliament to enter into an agreement with the Canadian Northern Ry. for conveying or leasing its franchises, etc., to the latter Co. The times limited for the commencement and completion of the railway are extended for 2 and 5 years respectively from the passing of the act.

Fort Qu'Appelle Ry. Co.—C. L. Fetherstonhaugh, R. Williams, H. Hawkesworth, A. M. Rooke, J. M. Boyles, F. S. Proctor, D. H. McDonald, J. Dillon, T. E. Baker and C. Payne, all of Qu'Appelle, have been incorporated under this name at the present session of the Dominion Parliament, with an authorized capital of \$200,000, for the purpose of constructing and operating a standard gauge railway from either McLean, Qu'Appelle, or Indian Head stations on the C.P.R., to Fort Qu'Appelle. The Co. has power to issue bonds to the extent of \$20,000 a mile, and to enter into an agreement with the C. P.R.

The Great Northwest Central Ry. Co., by legislation at the present session of the Dominion Parliament, has had its head office changed to Montreal. It is provided that the Co. may finish and put in operation that part of its railway now uncompleted at any time before Dec. 31, 1903, provided that not less than 20 miles of such uncompleted portion

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