

To incorporate the St. Mary's River Ry. & Colonization Co.

To empower the Schomberg & Aurora Ry. Co. to extend its line westward from Schomberg, Ont., to Shelburne, thence to Durham, also eastward from its present eastern terminus to Oshawa.

To amend the acts relating to the Thousand Islands Ry. Co.

To authorize the United Counties Ry. to build & operate a railway from some point on its line to the St. Lawrence River at or near Valleyfield, Que.

To extend the time for the commencement & completion of the works of the Western Alberta Ry. Co. Elias Rogers, Toronto, is one of the promoters.

RAILWAY PROJECTS, ETC.

Alaska.—A U.S. military route into Alaska has been reported on by Capt. Abercrombie, U. S. A. It would connect Port Valdez, Alaska, & Port Egbert, on the Yukon River. Starting from Valdez, the exploring party passed up the valley of Lower River with a nominal grade, & through Keystone Canyon, with ordinary work, & emerged on the foot-plain of the inner canyon basin. From the latter point they found two feasible routes, one east of Marshall Pass, crossing at an elevation of 1,700 ft., & then going down the Tasnuna to the Copper River Valley. The other route turns north, crosses the mountain at Thompson Pass, with an elevation of 2,600 ft. & thence down the Teikell River Valley, through the swampy pass at the head of the Knata, & then down the Tonsina to the Copper River Valley. Valdez is 1,250 miles from Seattle, but there is an unimpeded outside passage between these points, which practically offsets the double insurance rates on the 1,050-mile inside passage to Skagway. The direct line from Valdez to Port Egbert is 310 miles, & the railway would probably be 350 miles long. The estimate is \$753,500 for a 3 ft. gauge road, at \$22,531 a mile.

Algoma & Manitoulin Ry.—Application is being made to the Ontario Legislature to incorporate a company under this name to build a line from Little Current, Manitoulin district, to the south-east shore of James Bay, & from a point in Drury Township easterly to Sudbury, & from Little Current to the south shore of Manitoulin Island, & from Tobermory to the town of Meaford, passing through or near Wiarton & Owen Sound, with power to construct branch lines not exceeding 12 miles in length, & with other powers. Hearst & McKay, solicitors; Sault Ste. Marie.

The Atlantic & Lake Superior Ry. Co. is applying to the Dominion Parliament to extend the time for the completion of its line.

Batchwanana Bay to James Bay.—Application is being made to the Dominion Parliament to incorporate a Co. to build a railway from Batchwanana Bay, Lake Superior, to the C.P.R., thence to James Bay, near the mouth of Albany River.

Bracebridge & Trading Lake Ry.—Application is being made to the Ontario Legislature to incorporate a Co. under this name to build a railway from Bracebridge to Muskoka Lake, at or near Beaumaris, J. Boyer, Secretary, Bracebridge.

Carson City to Phoenix, Etc.—S. C. Biggs, solicitor, Toronto, gives notice of application to the Dominion Parliament to incorporate a company to build a railway from Carson City, B.C., where Kettle River intersects the International boundary line, northerly along Fourth of July Creek to the junction of its east & west forks, thence westerly to Phoenix mining camp, with branches from Carson City to the Columbia & Western Ry., & to the Central, Wellington, Skylark & Summit mining camps, & to Greenwood.

Carleton & Miramichi Ry.—J. E. Stewart, Andover, N.B., gives notice that application will be made to the N.B. Legislature to incorporate a company under this name, to build a Railway from Bristol station on the C.P.R., to Forrester, thence to the Canada Eastern Ry. at or near Cross Bridge station.

Crow Lake Ry. & Development Co.—The Combined Mining Co., controlled by Pennsylvania people, has $\frac{1}{2}$ a mile of track in operation on its property on the Lake of the Woods, & under a measure now before the Ontario Legislature proposes to build a 3 miles extension from Whitefish Bay to Crow Lake. It is said this short piece of line will be of great convenience to the mining community in the Camp Bay region, & if it should be extended to Rat Portage, which is said to be the ultimate object of the Co., it should prove of great value to a number of mining properties along the route.

Guelph to Goderich.—The delegation appointed at the meeting held in Guelph Dec. 14, 1899, waited on Sir Wm. Van Horne & President Shaughnessy, of the C.P.R., in Montreal Mar. 1 to urge the extension of the Guelph Jct. Ry. from Guelph to Goderich. The proposed extension, which would be about 80 miles in length, would go through the counties of Wellington, Waterloo, Perth & Huron, three different routes, which are known as the southern, midland & northern, being spoken of. It is said that construction would not be difficult & that the grades would be easy except at the Goderich end. The only bridge of any importance would be one over the Grand River. The Goderich delegates made the following statement on their return home: "It was stated distinctly by Sir Wm. Van Horne & Mr. Shaughnessy that they fully recognized Guelph's claim, & it was now, & always had been, their intention to carry out the promises made when in a position to do so. They stated that at times circumstances arose that changed for the time being their arrangements; that it had cost an enormous amount to build roads in the West, which they were in a measure compelled to build to meet the requirements of the present & provide for future business. They had now practically completed their work in the West, & intended to wait the development of the country to recoup them in some measure for their outlay. They have not built any lines in Ontario since 1887, except the line from London to the Detroit River. They assured the deputation that it was their intention to extend this line in the near future. A proposition was made that if the C.P.R. was not in a position to build at once, the Guelph Jct. Ry. would build the line, provided the C.P.R. would agree to lease & operate it. Mr. Shaughnessy said the C.P.R. would seriously consider the proposition. Taking everything into consideration, the deputation are very well satisfied with the result of their interview." (Dec., '99, pg. 359.)

Huntsville & Lake of Bays.—C. Cadmus, who is said to represent Toronto & Hamilton people, is reported as endeavoring to organize the Huntsville & Lake of Bays Ry. Co., for the purpose of constructing a line over the portage between Lake of Bays & Peninsula Lake in Muskoka district. The cost of the line is estimated at \$20,000, but the capital of the Co. is placed at \$100,000 as it is proposed to engage in mining also.

Kitimat Arm to Hazelton, &c.—Probably the most serious effort to open up the northern portions of B.C. is contained in the application which has been made to the Dominion Parliament, to incorporate a company to construct a railway from Douglas Channel, Kitimat Arm. The proposed route is northward from that point to Copper River, Kitsalas Canyon & the Skeena River, to near Hazelton, in Cassiar, thence by way of the Babine River, Manion River or Creek & Parsnip

River, to Pine River Pass in Cariboo. An alternative route is by the Kitsalas Canyon, via Bulkeley River to Hazelton. Power is also asked to build lines from the nearest available point of the railway, in easterly & southerly directions, by way of Stuart lakes to a point near Fort George, thence along the valley of the Fraser River to Quesnelle, & also from near Fort George or Stuart lakes, by way of the south fork of the Fraser River to the Yellow Head Pass, with power to extend the railway to Kitimat Arm, along the northerly side of Douglas channel to Hartley Bay. The construction of a line of railway through those districts would completely alter the conditions in the North. It would open up a vast tract of country, a great part of which is practically inaccessible at present. According to reports there is a fine area of agricultural & grazing land in that direction, which could be put to profitable use with the help of a railway. But, of course, it is the mining industry chiefly that this line would be designed to benefit, & in that it would produce a wonderful change. Mining in the North is carried on under serious difficulties, mainly due to the lack of transportation facilities. With the discovery of important coal seams in Omineca, a factor of great importance has been introduced into the problem of opening up that country. It is, of course, much easier to maintain a railway through a region which yields coal than through one which yields none, & where all the fuel consumed has to be carried long distances. Then again the demand for coal in the mining districts will increase in direct ratio with the development of the mines, and the development of the mines cannot proceed satisfactorily without coal. It having been proved that coal is to be found in abundance in the North, (there is said to be \$2,000,000 worth of it in sight near the Skeena river) one of the best reasons for building a railway is provided. —Victoria Times. (Jan., pg. 16.)

Lake Bennett to Chillcoot Pass.—A bill was introduced at the recent abortive session of the B.C. Legislature to incorporate a company to build a railway from Lake Bennett to the summit of Chillcoot Pass. The Victoria Colonist says:—"The bill is only a part of a larger scheme. Its promoters are associated with some Tacoma people who have filed a memorandum of incorporation in the State of Washington for the construction of a line from Dyea to the summit of the Pass, & who are to ask the Dominion Parliament for power to build from the foot of Lake Bennett to a point below White Horse Rapids. The idea is to establish a combined land & water route from Dyea to the Yukon, substantially paralleling the Yukon & White Pass. Members of the Legislature ought to be satisfied that the whole scheme is a feasible one. Experienced railway men say it is not. They say that no competent engineer has ever pronounced upon the practicability of railway construction over the Chillcoot Pass. This Pass is higher than the White Pass, & the distance in which the elevation must be surmounted is shorter. An electric lift to hoist a train up some hundreds of feet & a tunnel with a $10\frac{1}{2}\%$ grade are among the features, which are lightly talked of by the promoters of this new undertaking. The utilization of the water stretches will be possible only for the summer months." The Colonist opposes the granting of the charter especially on the ground that it would injure the White Pass & Yukon Railway in the money markets.

Lindsay, Bobcajgeon and Pontypool.—A deputation, chiefly from the Lindsay district, waited on the Ontario Government, Feb. 13, in reference to this line, which it is proposed to build from Burketon, on the Montreal-Toronto line of the C.P.R., to Lindsay. The line has a Dominion subsidy of \$3,200 a mile & municipal bonuses agree-