

struct telegraph and telephone lines. Hunter & Hunter, Ottawa, are solicitors for the applicants.

Ontario Electric Ry.—Meetings have been held at Brighton and other points along the route of this projected electric railway from Toronto to Ottawa. The various municipalities are being asked to take up first mortgage bonds in amounts from \$20,000 upwards according to area and population, and a number of them propose to ask for the passing of by-laws to enable the subscription to be made. (Mar., pg. 79.)

Orford Mountain Ry.—We were recently advised that it was expected that the extension of the line from Kingsbury to a point opposite Windsor Mills, Que., 10 miles, will be gone on with during the current season. The extension was fully located during 1903, and the right of way practically arranged for. (Mar., pg. 79.)

Ottawa, Brockville and St. Lawrence Ry.—Application is being made at the current session of the Dominion Parliament for an act authorizing an extension of time for the commencement and completion of the projected line from Ottawa to Brockville.

Ottawa and New York Ry.—H. M. Gays, General Manager, recently stated in an interview that it was proposed to remove the machinery from the shops at Santa Clara, N.Y., to Ottawa, and to employ 50 men in repairing and building rolling stock.

The engineers who have been going over the line with a view of reporting on the cost of changing the motive power from steam to electricity have nearly completed their work, and their report is expected to be laid before the directors at an early date. (Mar., pg. 79.)

Ottawa River Ry.—Application is being made at the current session of the Quebec Legislature for an act incorporating a company with power to construct an electric railway from Montreal to Grenville. T. Christie, M.P.; F. O. Dugas, M.P.; Hon. J. Donville, J. D. Wells, Hon. W. A. Weir, H. F. X. Mathieu, are the incorporators. At the last session of the Dominion Parliament an act was passed incorporating a company with the above named, among others, as provisional directors under the title of the Ottawa River Ry. Co., to construct an electric railway covering the same district. It is proposed to construct the line from Montreal to Grenville only at present, and it is expected that a start will be made with the grading at an early date. A preliminary survey has been completed by E. Berryman, Montreal. Starting from Montreal the line is projected to pass through Cartierville, Ste. Dorothy, St. Andrews and Carillon to Grenville. It is proposed to cross the Ottawa River at Grenville and run on to Ottawa, but the route through Ontario has not yet been determined. On the Quebec side bridges will be required to carry the line across three rivers—des Prairies, des Mille Isles and North. (Mar., pg. 80.)

Peterboro' and Ashburnham Ry.—We have been advised that plans are being prepared and estimates made for the reconstruction of the line in Peterborough, four miles, and for the construction of two miles of additional track. When this work has been completed and the six miles of line are in operation, the extension of the line to outside points will be considered. E. P. Burch, Minneapolis, Minn., is consulting engineer for the line. (Mar., pg. 81.)

Pontiac and Interprovincial Ry.—Hon. G. Bryson, Fort Coulonge, Que.; D. Gillies, Carleton Place, Ont.; W. J. Poupore, Montreal; C. A. McCool, M. J. Gorman, Ottawa; and T. Murray, Pembroke, Ont., are applying for an act incorporating a company with this title to construct a railway from the present terminal of the Ottawa, Northern and Western Ry. at Waltham to Ferguson's Point,

Que., thence across the Ottawa river to a point on the C.P.R. between Petawawa and Chalk river, Ont., and from Chateau to Desjardinsville, Que., opposite Pembroke; with power to construct and operate tramways in connection therewith. (Mar., pg. 81.)

Preston and Berlin Street Ry.—Under the Ontario Companies' Act a supplementary charter has been granted authorizing the construction of a street railway from the present terminus in Berlin to and through the town of Waterloo, with power to enter into agreements with other similar companies. (Mar., pg. 81.)

Prince Edward Island Ry.—Tenders are under consideration for the construction of watertanks of 25,000 gals. capacity each at Georgetown, West Devon, Alberton, Summerside, Hunter River, Ashton, Harmony and Mount Stewart, P.E.I.

Replying to questions in the House of Commons the Minister of Railways recently stated that the Government had still under consideration the construction of a branch line from O'Leary to Cape Wolfe. It was intended to extend the Murray Harbor branch, and a survey had been made for such a line, but tenders had not been asked for its construction. A station, roundhouse, wharf and warehouse, etc., would be provided at Murray Harbor, at an estimated cost of \$75,000.

Work has been commenced on the straightening of the line at Curtis Creek for a distance of about 6,000 ft. Ballasting is also in progress on the Murray Harbor branch at the Southport end. The contractor is W. Kitchen. (Mar., pg. 81.)

Quebec Bridge and Ry. Co.—Work has been commenced on the right of way to connect the southern end of the bridge with the Intercolonial Ry. at Chaudiere Jet., about eight miles, and M. P. Davis, the contractor, says that he expects to have this line completed by the end of the year. The line to be constructed will be a double-track one, and the work will include a bridge 800 ft. long over the Chaudiere River. Work will also be gone on with during the year on a line from the north end of the bridge into Quebec. The erection of the steel superstructure will be commenced in 1905, and it will take two years to get this up. (Jan., pg. 7.)

Quebec Central Ry.—The question of the construction of the proposed extension to the Quebec Bridge, was to be finally decided at the annual meeting of shareholders held in London, Eng., May 18, which was attended by F. Grundy, the General Manager.

The Quebec Legislature at its current session passed an act authorizing the extension into Quebec, the acquiring of land in Quebec for the construction of terminals, and giving power to subscribe for stock in the Quebec Bridge and Ry. Co. The line is to be constructed and the terminal facilities provided within three years after the completion of the bridge. (Mar., pg. 81.)

Quebec Electric Co.—A. R. McDonald, T. Migner, C. Bergevin, of Quebec; A. Girard, of Marieville, Que.; and J. Paquet, of Levis, Que., are applying to the Quebec Legislature for an act incorporating a company with this title to construct an electric power plant on St. Anne river in St. Fereol, and in connection therewith construct an electric railway into the city of Quebec, passing through St. Fereol, St. Joachim, Ste. Anne de Beaupre, Chateau Richer, Beauport and Limoilou.

Sarnia, Chatham and Erie Ry.—Application is being made at the current session of the Dominion Parliament for an act declaring this line to be for the general advantage of Canada, and to consolidate the same with the Canada Southern Ry. The S. C. and E. Ry. is 7.00 miles in length, and was constructed under an Ontario act. It has heretofore been operated under lease as a part of the C. S. Ry. by the Michigan Central Rd.

Sarnia Street Ry.—Press reports state that it has been decided to extend the line to and along the lake shore to a park which the company proposes to develop during the current season.

St. John Ry. (Electric).—A new generator is being installed in the power house at St. John. It is a 650 K.W. generator with a capacity of 500 volts. The generator, which weighs 120,000 lbs., will have direct connection with the new engine, the weight of which is 225,000 lbs.

St. Joseph and Stratford Electric Ry.—N. Cantin, D. Bissonette, T. Tombyl, of St. Joseph, Ont.; T. G. Coursolles, F. M. Hamel and A. A. Taillon, of Ottawa; were incorporated under an act passed at the last session of the Ontario Legislature with this title to construct an electric railway from Stratford westwardly to St. Joseph, on the shore of Lake Huron. The capital is \$1,000,000, of which \$200,000 is to be appropriated to the lines in Stratford, and the balance for the line from Stratford to St. Joseph. The company may issue bonds to the extent of \$20,000 a mile, and preference stock may be issued. Surveys are reported in progress on the section of the line from Stratford to Hensall, the work being in charge of F. M. Hamel, engineer, and it is also reported that 80,000 ties have been purchased for the line. G. G. McPherson, K.C., Stratford, is interested in the line, and has been negotiating with a number of Ottawa and Montreal capitalists with a view of securing the necessary financial support for the company. (Mar., pg. 81.)

Schomberg and Aurora Ry.—An order has been issued by the Board of Railway Commissioners authorizing the S. and A. Ry. to cross the G.T.R. at a point north of King, Ont., the necessary protective devices having been provided.

South-Western Traction Co.—Track was laid for about nine miles from London to Lambeth, Ont., in 1902, but no further construction was done in 1903; to some extent owing to delay in making arrangements for an entrance into London city. During 1903 negotiations were opened with financial interests in London, Eng., with a view of carrying on construction of the different lines authorized. An arrangement has been completed with a British syndicate, and a company has been formed in London with the title of the Canadian Electric Traction Co. (Ltd.) The company has a capital of £120,000, of which £78,000 was offered for public subscription in £1 shares. The directors are: C. Steel, formerly General Manager Great Northern Ry.; H. E. Hoare, A. Hickling, S. A. Chambers, R. S. Portheim, of London, Eng., and F. G. Rumball, of London, Ont.; and the officers include: Sir W. Preece and Major Cardew as Consulting Engineers; Harper Bros. & Co., Engineers, and F. B. Fuller, Secretary; the temporary offices being 13 St. Helen's Place, London, E.C. The prospectus states that the company has been formed for the purpose of the development, construction and operation of lines of electric railways in various parts of the Dominion of Canada and elsewhere, and that as a first undertaking it has secured a contract to finance the construction of the South-Western Traction Co. This company has power to construct an electric railway from Hamilton, in the east, to Glencoe and Strathroy, in the west, via Brantford, Paris, Woodstock, Ingersoll, London and Delaware, and between London, St. Thomas, Aylmer and Port Stanley, a total of 159 miles. It has a capital of \$1,000,000, and is authorized to issue bonds to the extent of \$20,000 a mile. It is pointed out that the lines will traverse well populated counties, as well as a number of cities where there are large manufactories, and, as the line will carry freight as well as passenger traffic, large revenues are expected. A contract has been entered into