

power houses, water powers, docks, etc.; to carry on a general navigation business on waters touched by the railway, and to enter into agreements with the C.P.R., the Canadian Northern Ry., the G.T.R., the Canada Atlantic Ry. or the Algoma Central Ry. The Co. is applying for a Dominion charter under the same title with power to extend its lines to the Pacific coast. (Feb., pg. 55.)

The Canada and Michigan Bridge and Tunnel Co., which was incorporated to build a bridge across the Detroit river from Windsor or Sandwich, Ont., to Detroit, Mich., is applying at the present session of the Dominion Parliament for an act extending the time within which it may commence and complete its undertaking to two and five years after the U.S. authorities have sanctioned the construction of such a bridge. It is stated that U.S. opposition to the construction of the bridge will be withdrawn on the promoters deciding to erect a high level instead of a low level structure.

The Canada National Ry. and Transport Co., which has a charter to construct a line from Toronto to Collingwood, Ont., has informed the Collingwood Enterprise that construction will be commenced within twelve months, and that negotiations for terminal facilities will shortly be opened. (Nov. 1901, pg. 332.)

The Canada Southern Ry. Co. is making application at the present session of the Dominion Parliament for an act continuing its powers under the Erie and Niagara Ry. Co.'s acts of 1863, and the Ontario acts relating to the Canadian Southern Ry. Co. of 1872 and 1873.

Canada Western Ry. Co.—D. C. Cameron, T. R. Deacon, of Rat Portage, Ont.; J. M. Smith, A. M. Royce, F. C. Annesley, of Toronto; F. H. Sangster, Wabigoon, Ont.; M. B. Lloyd and A. C. Paul of Minneapolis, Minn., were incorporated at the recent session of the Ontario Legislature under this

title to construct a railway from Fort Frances via Dryden or Rat Portage, to the confluence of the Winnipeg and English rivers, and to operate it by steam or electricity. The Co. is given power to issue \$200,000 of capital stock, and to increase the same under the provisions of the general railway act of Ontario, and to issue bonds to the extent of \$20,000 a mile. The Co. has also been given general powers for developing electricity and industries in unorganized territory, to carry on a general navigation business on waters touched by its railway, and to enter into agreements as to running powers, etc., with any railway approached or crossed by its line. The line is to be commenced in three years and to be completed within seven years.

Cape Breton Electric Co.—Reports have been current that the C.B.E. Co. had sold out its rights and franchises to the Dominion Coal Co., but Jas. Ross and C. Shields of the latter Co., and W. C. Forbes and T. C. Creedon of the former, say there is no foundation for any such statement. An amicable arrangement, they say, has been entered into by both companies for the establishment and operation of a first class service between Sydney and Glace Bay. Stone & Webster, of Boston, have relinquished no part of their interest in the C.B.E. Co. Possibly, however, a new company may be formed to do interurban business between the two towns, but the whole system will be operated as a unit by the officers of the C.B.E. Co. Part of the interurban line will run over the old right of way of the Dominion Coal Co.

The C.B.E. Co. is negotiating with the North Sydney Electric Light Co. for the purchase of its rights, so as to operate the lighting franchise in connection with its street railway franchise. (Feb., pg. 55.)

Cape Breton Ry. Extension Co.—The grading of the 30 miles between Port Hawkes-

bury and St. Peters is being pushed forward and track has been laid for eight miles from Port Hawkesbury. It is expected that this section of the line will be completed by July 1. The surveys for the extension of the line from St. Peters to Louisburg, 80 miles, are completed, and the right of way between St. Peters and Grand River is being cleared. The bridge which it is proposed to construct over the river Inhabitants will have 4 spans of 87 ft. each, and one of 50 ft. Surveys for a branch into Sydney have been completed, and a line to North Sydney is now under survey. The property purchased at a cost of \$25,000 in Louisburg for terminals, has a water frontage of half a mile. No further contracts have been let.

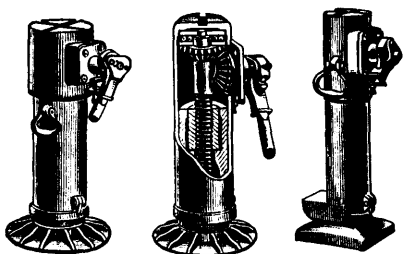
J. M. Daly, General Manager, has had an interview with the Cape Breton county council with respect to the right of way. The memorial submitted to the council by the Ry. Co. stated that the main line would be 37 miles from the county line to Louisburg and estimated 448 acres required in the right of way, about 90 of which would cost \$40 an acre and the balance \$5 an acre, making the total cost \$5,390. The right of way to Sydney would cost \$2,225, giving a grand total cost of \$7,615. A special meeting of the council was called for Mar. 18 to take action on the memorial.

The Co., it is reported, has bonded 11 square miles of coal lands at the Basin, river Inhabitants.

It is reported that the head office of the Co. will be removed from Port Hawkesbury to St. Peters. (Feb. pg. 55.)

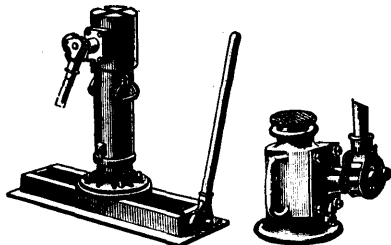
Cape Breton Northern Ry. Co. (Ltd.)—H. Donkin, C.E., J. Vooght, D. D. McKenzie, A. C. Bertram, North Sydney, N.S.; J. Macdonald, West Bay, N.S.; J. T. Burchell, New Campbellton, N.S.; W. F. McCurdy, Baddeck, N.S., and J. A. Farquhar, Halifax, are making application at the current session of the N.S. Legislature for an act incorporating a company under this title

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