

The River St. Clair Ry. Bridge and Tunnel Co. was granted the extension of time asked for at the recent session of the Dominion Parliament, in order to carry out its undertaking. (April, pg. 145.)

The Sandwich, Windsor and Amherstburg Ry. Co., which has 15 miles of track in operation, and extends out to Ojibwa, proposes to extend its line to Amherstburg, Ont., 13 miles further, and has asked for a bonus of \$20,000. It is thought that Amherstburg will offer \$10,000, but doubt is expressed as to the possibility of obtaining the other \$10,000 from the townships through which the line will pass. If the bonus can be raised it is said the line will be constructed this year. (Feb., pg. 61.)

Sault Ste. Marie Terminals.—It is reported that arrangements have been completed between the C.P.R. and the Algoma Central and Hudson's Bay Ry. Co. for the erection of a \$50,000 union station at Sault Ste. Marie. The suggested site is on Cathcart and Hudson streets, and the ground is being cleared for the building.

The Schomberg and Aurora Ry. is being constructed by the Metropolitan Ry. Co., from Bond Lake, 17 miles from Toronto, to Schomberg, a distance of about 15 miles. Grading is all but completed, and track has been laid for a considerable distance from Bond Lake. The line is expected to be completed and open for traffic by July 1. The application for an act to enable the township of King to pay a subsidy to the line, although it was not completed within the time prescribed, was not proceeded with at the last session of the Ontario Legislature. (Feb., pg. 61.)

The Shawinigan Falls Electric Ry. purposes adding several miles to its present tracks in the town and district. The proposed extension is in connection with the erection of a new electro-chemical industry, which has obtained 10,000 h.p. from the Shawinigan Water and Power Co.

South Shore Ry.—The contracts for the completion of the authorized extension from Sorel to Chaudiere, Que., have not been let. It is reported to be desired to have the extension, which will cost about \$2,000,000, completed by Sept. 1. E. Lantier, C.E., the Co.'s Chief Engineer, prepared the plans and specifications, and will have the superintendence of the work. The work proposed to be done under the contract is to complete the line from St. Gregoire to Chaudiere; as the Co. has the other work, including the bridging of the St. Francois river at Nicolet, nearly completed.

H. A. Hodge, President, denies the reports that the line has been acquired by the Rutland Rd., and that the Co. is negotiating for the Lotbiniere and Megantic Ry.

At the last session of the Dominion Parliament the titles of the old Montreal and Sorel Ry., of the old Montreal and Atlantic Ry.; and of the old Great Eastern Ry., were vested in the S.S. Ry. Co., and the Co. was authorized to issue bonds secured on these lines, and to arrange for converting its mortgage bonds and debentures into preference stock. (April, pg. 145.)

The Southwestern Traction Co. has elected the following directors: President, F. G. Rumball; 1st Vice-President, Lt.-Col. Leys; 2nd Vice-President, R. McEwen; Managing Director, A. E. Welch; other directors, Dr. McKay, Ingersoll; T. E. Robson, T. H. Purdom, T. H. Luscombe and G. C. Elliott. The Co. has secured a franchise for 50 years, with exemption from taxation, through the township of Westminster, Middlesex county, Ont. It is proposed to build the line from London to Delaware village, but the Delaware township council has not yet granted a franchise. (April, pg. 145.)

The St. John, N.B., Ry. has been granted permission by the city council to extend

its tracks on Douglas ave., it being stipulated that T rails of not less than 70 lbs. a yard be laid. (April, pg. 145.)

The St. Lawrence and Northern Ry. Co. was incorporated at the recent session of the Dominion Parliament in accordance with the terms of the notice of application. (April, pg. 145.)

St. Mary's River Ry.—We were recently informed that it had not been decided whether the line would be extended from its present terminus at Spring Coulee, Alta., this year or not.

Strait of Canso Bridge Co.—R. G. Reid, Montreal; A. G. Ross, Sydney, N.S.; G. Fraser, New Glasgow, N.S., and H. Donkin, Antigonish, N.S., were incorporated at the recent session of the Dominion Parliament, under this title, with a capital of \$5,000,000, to construct a bridge over the Strait of Canso, near Port Hastings, N.S., together with the necessary approaches, and to construct one or more lines of railway to connect the bridge with existing or future lines on either side of the strait. It is enacted that the Government shall make regulations providing for security of navigation of the strait, and power is given to amalgamate with other companies. (Feb., pg. 61.)

Suburban Rapid Transit Co.—The following officers were elected at the organization meeting at Winnipeg, Man., April 30:—President, Hon. H. J. Macdonald; Vice-President, W. L. Harrison; Treasurer, W. Georgeson; Secretary, E. S. Harrison. Preliminary surveys have been made for the projected line from Winnipeg to Headingly, and it is reported that construction will be commenced at an early date. (April, pg. 145.)

The Sydney and Glace Bay Ry. Co. was incorporated at the recent session of the Nova Scotia Legislature. The Co. has been formed in pursuance of an agreement between the Cape Breton Electric Co., and the Dominion Coal Co., which each claimed to have the right to construct an electric railway from Sydney to Glace Bay, each holding one-half of the stock. It is reported that the construction of the line, for which all the necessary franchises have been obtained, will be proceeded with at once. (April, pg. 145.)

Sydney and Louisburg Ry.—It is proposed to change the route of this line at Mira gut by bringing it further inland so as to prevent damage by the sea in rough weather. (April, pg. 145.)

Temagami Ry.—At the recent session of the Dominion Parliament an extension of time was granted within which the line is to be commenced and completed. We are officially informed that it is not likely that anything will be done in the way of construction in the immediate future. (April, pg. 145.)

Temiskaming and Northern Ontario Ry.—The appointment of commissioners who will have charge of the construction of this line from North Bay, Ont., for the Ontario Government, had not been made up to May 31.

Profiles have been received by the Ontario Commissioner of Public Works, for a route from North Bay to the head of Lake Temiskaming, and for the first 20 miles of an alternative route. The first sod of the new line was turned by the Commissioner May 10, at a point about three miles north of North Bay. A contract for clearing the right of way for the first 20 miles of the projected route via Trout Lake has been let. (April, pg. 145.)

The Tilsonburg, Lake Erie and Pacific Ry. Co. was given at the recent session of the Dominion Parliament the necessary extension of time in order to complete its line into Ingersoll, and was authorized to extend the line within five years to Collingwood on Georgian Bay. (April, pg. 147.)

Toronto Radial Railways.—The Toronto city council recently passed the following resolution: "That as it is expedient that means should be provided for the carriage of freight from the various electric lines centring in Toronto to the water front and to St. Lawrence market, that the City Engineer be instructed to ascertain upon what terms the Belt Line Ry., owned by the G.T.R. Co., can be obtained by the city for the purpose of furnishing a freight line for all radial electric railways centring in Toronto."

Trans-Canada Ry. Co.—By an act passed at the recent session of the Dominion Parliament, the act incorporating a company under this title was revived in favor of the following: G. E. Church, R. B. Martin, F. Crisp, of London, Eng.; Hon. F. Clemow, J. A. Gemmill, Ottawa; G. Tanguay, J. T. Ross, G. LeMoine, V. Chateauvert, J. G. Scott, W. Price, W. A. Marsh, T. A. Piddington, Hon. P. Garneau, V. Boswell, W. Shaw, Hon. N. Garneau, L. A. Robitaille, N. Rioux, E. Baudet, E. E. Ling, A. E. Doucet, Hon. Jules Tessier, Guy Tombs, A. Hardy, S. S. Oliver, Quebec; B. A. Scott, Roberval; G. T. Davie, Levis; J. G. Guay, J. E. A. Dubec, Chicoutimi; J. Girard, St. Gédéon; O. Coté, St. Alphonse; W. Hanson, Montreal; Jas. McNaught, New York city, and H. H. Melville, Boston, Mass. The Co. is authorized to enter into arrangements for amalgamation, etc., with the Great Northern Ry. of Canada, the Quebec and Lake St. John Ry., or the Canadian Northern Ry.

The projected route is claimed to reduce the distance between Quebec and the Pacific ocean by 248 miles, and obviate the steep grades on more southern lines. The Peace river pass is 2,000 ft. high, and the summit between the St. Lawrence and James Bay is 1,200 ft. above sea level. The line through practically its whole distance will be about 300 miles north of the International boundary, and will open up for settlement an absolutely new and undeveloped country. (April, pg. 147.)

The United Gold Fields of B.C. (Ltd.), a British corporation was authorized, at the last session of the Dominion Parliament, to construct a railway from Frank, on the C.P.R. Crow's Nest pass line, northerly to Grassy Mountain, with branch lines not exceeding 8 miles in any one case, in order to connect with navigable water, or with any other railway co. (Feb., pg. 62.)

The United Towns Electric Co. was incorporated at the last session of the Newfoundland Legislature, with power among other things, to construct an electric railway in the towns of Harbor Grace, Carbonear and Hearts Content, and for 10 miles on each side.

Vancouver and Coast-Kootenay Ry. Co.—L., H. and N. McLean, of Vancouver, are applying for incorporation at the current session of the B.C. Legislature under this title for the purpose of constructing a railway from Vancouver, eastward via New Westminster by the most feasible route, wholly in B.C., to near Midway, in the Boundary Creek district, and from New Westminster to the mouth of the Fraser river to connect there with the Victoria Terminal Ry. and Ferry Co., or other ferries, with power to construct a branch from the main line northerly to Nicola lake. This bill was introduced after the Commissioner of Public Works had informed the Legislature that the Government had entered into an agreement with the McLean Bros. for the construction of such a line in return for a subsidy of \$4,000 a mile for 230 miles, and \$4,800 a mile for 100 miles, and 1,000,000 acres of land in addition to a free right of way; the contractors to complete the line in four years, or forfeit \$100,000. The bill ratifying this agreement met with considerable opposition and was withdrawn, and an-