

Co. may issue bonds to the extent of \$20,000 a mile. (Feb., pg. 60.)

The Port Dover, Brantford, Berlin and Goderich Ry. Co. is making application at the current session of the Dominion Parliament for an act extending the time for the construction of the lines authorized, to change its name to that of the Grand Valley Traction Co. and giving power to issue bonds to the extent of \$30,000 a mile, and to commence construction within two years. (Feb., pg. 60.)

Prince Edward Island Ry.—A plan has been prepared for an improved station at Charlottetown, but has not yet been approved. The proposed site is at the foot of Prince st. where the roundhouse now stands, and it is proposed to put up a new roundhouse on the site of the present station. Building will probably be commenced early in July. (Feb., pg. 60.)

The estimates submitted to the House of Commons for the year ending June 30, 1903, contain the following amounts for the P.E. I.R., chargeable to capital:—

Addition to freight house at Morrell	\$ 450 00
Addition to freight house at Mount Stewart	500 00
A new station at Georgetown	6,200 00
To widen wharf at Summerside	1,500 00
To straighten line near North Wiltshire	1,000 00
To straighten line near Blue Shank	1,000 00
Murray Harbor branch and Hillsboro' bridge	500,000 00
	\$510,650 00

Quebec and Lake St. John Ry.—The cut-off from Valcartier to St. Catharines, 4 miles, was completed Mar. 10, and trains commenced running over it Mar. 24. The old line will not be abandoned, but will be used for siding purposes for the present. (Feb., pg. 60.)

Quebec and New Brunswick Ry.—It is reported that work will be commenced this year on this projected line from Chaudiere Jct., Que., on the G.T.R., to Connor, N.B., the terminus of the St. Francis branch of the Temiscouata Ry., about 130 miles. T. Malcolm, of Campbellton, N.B., contractor for the Restigouche and Western Ry., will, it is said, have charge of the work. (Aug. 1901, pg. 233.)

The River St. Clair Ry. Bridge and Tunnel Co. is making application at the current session of the Dominion Parliament for an act granting it an extension of time within which it may commence and complete its undertaking. The Co. has been delayed in making progress by reason of the U.S. authorities refusing to sanction the building of the bridge. (June 1900, pg. 76.)

The Sandwich, Windsor and Amherstburg Ry. Co.'s act of incorporation was amended at the recent session of the Ontario Legislature on the lines of the notice. (Feb., pg. 61.)

The Sault Ste. Marie Bridge Co. has been licensed under the Ontario Companies' Act to do business in the province. This is one of the numerous projects of the Clergue Syndicate, the intention being to build a bridge across the St. Mary's river.

Shawenegan Falls Terminal Ry. Co.—J. E. Aldred, W. C. Johnson, R. W. Douglas, Montreal; V. Burrell, F. Staughton, Shawenegan Falls, are making application at the current session of the Quebec Legislature for an act incorporating a company under this title to construct an electric railway in Shawenegan Falls, the parish of St. Boniface, and the counties of St. Maurice and Champlain.

Shediac and Coast Ry.—We are informed that tenders are likely to be asked at an early date for the construction of 20 miles of the proposed line from Shediac, to Cape Tormentine, N.B. This section would carry the line from Shediac to Great Shemogue. (Aug., 1901, pg. 233.)

Sorel Electric Co.—Application is being made at the current session of the Quebec Legislature for an act incorporating a company under this title, with power, among other

things, to construct electric railways in the counties of Vercheres, Richelieu, Yamaska and Nicolet; and to develop the water power on the St. Francis river.

The South West Traction Co.—F. G. Rumball, T. H. Purdom, K.C., T. C. Knott, A. E. Welch, O.B. O'Donnell, of London; R. McEwen, Byron, and J. Boles, Ingersoll, were incorporated at the recent session of the Ontario Legislature under this title to construct an electric railway from London to Ingersoll, Brantford and Hamilton, and from London to Strathroy. Power was given to carry freight on its line, and to operate telegraph and telephone lines. The capital of the Co. is \$500,000, and power is given to issue bonds to the extent of \$25,000 a mile. The line may be built in sections of not less than 10 miles each, but the whole is to be completed in five years. The proposed title of the Co. was changed from the London Ry. Co. to the above. (Feb., pg. 58.)

South Shore Ry.—The authorized extension of this line from Sorel to Chaudiere, Que., where connection will be made with the Quebec bridge, has been constructed and is in operation as far as St. Francois du Lac, 7.5 miles from Sorel, and 61.50 miles from the S.S.R.'s junction with the G.T.R. at St. Lambert, and surveys have been made over the rest of the route, the line to Nicolet having been located. Contracts will likely be entered into at an early date, and it is expected that the line will be in operation from Montreal to Chaudiere this year. The line will be practically a straight one, and the ruling gradient will be about 26 ft. to the mile for both east and west bound traffic. The work will be light. There will be a number of bridges on the route, the most important being that over the Yamaska river at St. Francois du Lac. It will be 800 ft. long, and, like all the other bridges, will be built to Dominion Government class 1 specifications. The line will be laid with 80 lb. new steel rails, all openings and structures will have masonry and concrete foundations. (Feb., pg. 61.)

The St. Chrysostome Ry. Co. is making application at the current session of the Quebec Legislature for an act granting an extension of five years within which it may construct its line, and authorizing it to make arrangements with other companies to operate the line.

The St. John Ry. Co. is desirous of extending its tracks to Fairville, N.B., but cannot do so as the suspension bridge is not wide enough to provide for car tracks in addition to vehicle and pedestrian traffic. A new bridge is, therefore, necessary and Mr. Neilson, the manager of the Co., says it will come. The city of St. John is making application at the current session of the Dominion Parliament for an act empowering the city to build a bridge across the harbor and river of St. John within the city limits.

The Co. proposed to extend its tracks this year about a mile to the C.P.R., crossing at the approach to the cantilever bridge. (Feb., pg. 61.)

The St. Lawrence and Maritime Provinces Ry. Co. is making application at the current session of the New Brunswick Legislature for an act changing its name to the Edmundston, Moncton and St. John Ry. Co., and authorizing it to construct its line from the present authorized terminus into St. John, and granting an extension of time for the commencement and completion of its line and for other purposes.

St. Lawrence and Northern Ry. Co.—P. E. Lane, New York city; F. S. Tourigny, L. E. Dufresne, A. Houleston and P. A. Gouin, Three Rivers, Que., are making application at the current session of the Dominion Parliament for an act incorporating a company under this title with power to con-

struct a railway from Three Rivers, northerly to St. Tuque, crossing the Great Northern Ry. near Shawenegan, with a branch from near the mouth of the Mattawan river to St. Michel des Saints, and for other purposes, among which are included power to subscribe for stock in tramways, docks, piers, etc., in connection with its line; and to enter into agreements for running powers with other railway companies. Bonding powers to the extent of \$25,000 a mile are asked.

St. Maurice Colonization Ry. Co.—Application is being made at the current session of the Dominion Parliament for an act incorporating a company under this title to construct a steam or electric railway from Three Rivers, Que., to La Tuque, not exceeding 10 miles, among numerous other powers.

The St. Thomas Street Ry. Co. applied at the recent session of the Ontario Legislature for an act increasing its powers, and authorizing the construction of a number of radial lines, but the Railway Committee held the legislation asked for was not necessary or expedient. (Feb., pg. 61.)

Suburban Rapid Transit Co.—W. L. Harris, St. Charles, Man.; E. S. Harrison, W. Gregson, H. J. Macdonald and C. Bell, Winnipeg, were incorporated at the recent session of the Manitoba Legislature under this title to construct an electric railway from Winnipeg, on both sides of the Assiniboine river to Headingly, for freight and passenger traffic. The Co. may enter into agreements with other companies; has power to use "sleighs or other conveyances" in addition to electric cars; to engage in a general navigation business on the Assiniboine river; and to operate telegraph and telephone lines. The capital of the Co. is fixed at \$100,000, and it may issue bonds.

Sydney and Glace Bay Ry. Co.—C. Shields, A. Dick, B. F. Pearson, J. H. Creedon, A. C. Ross and W. Crowe are making application at the current session of the N.S. Legislature for an act incorporating a Co. under this title to construct an electric tramway from the boundary of Sydney through Reserve, Dominion No. 3, Dominion No. 4, Caledonia, Glace Bay, Dominion No. 2, Bridgeport, Dominion No. 1, and thence back to Reserve, with power to extend to Mira and Louisburg, and from Dominion No. 1, to Langan Beach. The capital stock proposed is \$500,000 with power to increase to \$2,000,000. (Feb., pg. 62.)

Sydney and Louisburg Ry.—Surveys are being made of the line from the colliery to the shipping pier at North Sydney, N.S., with a view to straightening the track and reducing heavy grades, so as to afford better facilities for the conveyance of heavy trains of coal to the piers.

Temagami Ry. Co.—W. A. Cockburn, A. M. Paradis, L. E. Bolster, H. E. McKee, J. Holdatch, L. O. Armstrong, G. P. Cockburn, of Sturgeon Falls, Ont.; R. J. McLaughlin and F. A. McDiarmid of Lindsay, Ont., were incorporated in 1898 by the Dominion Parliament under this title to construct a railway from near Verner station on the C.P.R. transcontinental line, via the Sturgeon river valley to the southern end of Lake Temagami. In 1900 an act extending the time within which work was to be commenced was passed. It is now reported that a contract will shortly be let for the construction of the first 10 miles of the 40 authorized, and that work will be started by May 1. G. E. Silvester of Sudbury, Ont., is acting as engineer for the Co.

Temiskaming and North Ontario Ry.—By an act passed at the recent session of the Ontario Legislature the Provincial Government is authorized to construct a railway from North Bay to Lake Temiskaming and to equip and operate the same. The line to be constructed, according to the present inten-