

construction of electric railways in the county of Terrebonne.

**Thorold and Lake Erie Ry.**—Application will be made next session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Thorold via Port Colborne to Brantford, Ont. German and Pettit, Welland, Ont., are solicitors for the promoters.

**Thunder Bay, Nipigon and St. Joe Ry.**—Application is being made at the current session of the Ontario Legislature for an act authorizing an extension of the projected line from a point 60 or 70 miles from Port Arthur, easterly and northerly to the Albany river, and for amendments to the financial sections of the act of incorporation. (Jan., pg. 9.)

**Toronto and Hamilton Ry. (Electric).**—Application will be made next session of the Dominion Parliament for an act authorizing an extension of the company's projected line from Toronto to Hamilton, beyond the latter point to the Niagara river, and power to construct branch lines. (Oct., 1903, pg. 346.)

**Toronto, Hamilton and Buffalo Ry.**—Hamilton papers recently stated that the proposed extension from Brantford to Woodstock or Drumbo, Ont., to connect with the C.P.R., would be abandoned. T. H. and B. officials stated that there was nothing in the original reports, but color was given to them by reason of E. Fisher, General Superintendent, attending certain meetings where such an extension was discussed. (Jan., pg. 9.)

**Toronto Ry. (Electric).**—Residents of the north-west portion of the city are asking for an extension of the street railway along Bloor st., from the present terminal at Lansdowne ave. It is suggested that the city should bear the cost of protecting the railway crossings. (Oct., 1903, pg. 347.)

**Toronto Suburban Ry. (Electric).**—Application will be made at the current session of the Ontario Legislature for an act authorizing the construction of the following extensions: from a point on the company's authorized lines through Hamilton to Niagara Falls; from near Weston to Woodbridge; and from a convenient point on the line to Brampton. Power is also asked to extend the time for the commencement and completion of the already authorized lines not at present constructed. (April, 1903, pg. 122.)

**The United Gold Fields of B.C.,** which was authorized by Chap. 110 of the Acts of 1902 to construct a railway from Frank to Grassy Mountain, Alta., will apply next session of the Dominion Parliament for an act authorizing it to sell or lease its property, franchises and assets to the West Canadian Collieries, Ltd., and the Cardiff Ry. Co., or either of them, or to amalgamate with either of them. An extension of time is also sought for the commencement and completion of the line authorized. The U.G.F. of B.C. is a British corporation, and Latchford, McDougall and Daly, Ottawa, are solicitors for it in connection with the present application. (See Frank and Grassy Mountain Ry., Sept., 1903, pg. 305.) See also Cardiff Ry. and West Canadian Collieries, Ltd.

**Vancouver, Victoria and Eastern Ry. and Navigation Co.**—Application will be made next session of the Dominion Parliament for an act extending the time for the completion of the Company's projected line. (Oct., 1903, pg. 347.)

**The Vancouver, Westminster and Yukon Ry.** is the title given by the Dominion Parliament to the railway which is also described as the Victoria, Westminster, Northern and Yukon Ry. Tracklaying on the line from New Westminster to Vancouver was completed by Dec. 31, and a train service was placed in operation Jan. 1. Various difficulties have since arisen with the C.P.R., and some tracks have been torn up, with the result that in-

junction and other proceedings have been instituted. The Railway Committee of the Privy Council at its last sitting granted the V.W. and Y. Ry. permission to cross the C.P.R. tracks at Heatly ave., Vancouver, but declined to give permission to carry a line along the water front at New Westminster. The various matters in dispute are now before the new Board of Railway Commissioners. (Jan., pg. 10.)

**Wabash Rd.**—The St. Thomas, Ont., city council has been notified by the officials of the Wabash Rd. that its amended offer of Dec. 7, 1903, has been accepted by the Company, and that as soon as the necessary legislation has been secured an agreement will be entered into for the purpose of constructing shops at St. Thomas for repairing the equipment used in its Canadian traffic. (Jan., pg. 10.)

**Walkerton and Lucknow Ry.**—Application will be made at the next session of the Dominion Parliament for an act incorporating a company with this title to construct a line from Walkerton via Teeswater to Lucknow, Ont. A. H. Macdonald, Guelph, Ont., is solicitor for the promoters.

**Walkerville Electric Ry.**—Application is being made at the current session of the Ontario Legislature for an act incorporating a company to construct an electric railway from, in, near or through Windsor, Chatham, Walkerville, and the townships of Sandwich East, Maidstone, Rochester, Tilbury North, Tilbury East, Dover East, Raleigh; with power to construct branch lines, and to acquire the lines of other companies. J. H. Coburn, Walkerville, Ont., is solicitor for the promoters, who are understood to be connected with the Hiram Walker and Sons' interests. The right of way in Walkerville is reported to have been secured. See also Ontario Traction Co. (Ltd.).

**The West Canadian Collieries (Ltd.)** is a British corporation licensed under the Dominion Companies' Act to carry on mining operations in the Yukon district and the Northwest Territories. Application will be made next session of the Dominion Parliament for an act empowering the Company, among a number of other things, to construct branch railways not exceeding 10 miles long in any one instance; to lease or purchase, in whole or in part, the property, business and franchises of the Cardiff Ry. Co., and the United Gold Fields of B.C. (Ltd.), or either of them; or to enter into an agreement with the Cardiff Ry. Co. The capital of the Company is fixed at \$1,000,000. See also Cardiff Ry. and United Gold Fields of B.C. (Ltd.).

**Westmount Traction and Power Co.**—Application will be made next session of the Quebec Legislature for an act incorporating a company with this title to construct a railway through Westmount communicating with the centre of Montreal; with branch lines through any municipality on the island of Montreal.

**Whitehorse and Alesk Ry.**—Application will be made next session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Whitehorse to Dawson, Yukon, with power to construct branch lines. Livingston, Garrett & King, Vancouver, B.C., are solicitors for the promoters.

**The Windsor, Essex and Lake Shore Rapid Ry. Co. (Electric),** in connection with its application at the current session of the Ontario Legislature for power to increase its capital stock from \$500,000 to \$1,000,000, is asking for power to extend its line from its present authorized terminal at Wheatley to Chatham, Ont. (Jan., pg. 10.)

**Winnipeg and Stony Mountain Ry.**—After full investigation the City Engineer has decided that an extension of the line from the city stone quarries into the city is impracticable, as the cost of hauling stone by it would

bring the total to a figure higher than it amounts to at present when hauled over the C.P.R. (Jan., pg. 10.)

**Winnipeg Electric St. Ry.**—It is proposed at an early date in the spring to lay a second track on Main st. north for about a mile.

At the recent session of the Manitoba Legislature an act was passed confirming an agreement entered into between the Company and the municipality of St. Boniface respecting the construction of a line there, and also agreements with other municipalities respecting projected extensions of its lines. (Jan., pg. 10.)

**Winnipeg, Selkirk and Lake Winnipeg Ry. (Electric).**—An act was passed at the recent session of the Manitoba Legislature, giving power among other things to construct a branch line by way of Point Douglas on the C.P.R., to the vicinity either of Fort Alexander or Lac du Bonnet, a branch from near Stony Mountain to Stonewall, and a belt line round Winnipeg, passing through or near St. Boniface. Power is asked to make agreements for connections with other lines, to develop power and to supply power and electric light. Agreements with Selkirk and the rural municipalities of Kildonan, St. Paul's and St. Andrew's granting franchises are confirmed, and power is given to enter into agreements with other railway companies for running rights into the city of Winnipeg or within any of the municipalities within which the Company has power to construct lines. (Jan., pg. 11.)

**Yonge St. Bridge, Toronto.**—The draft order for the construction of the bridge over the G.T.R. and the C.P.R. tracks at the foot of Yonge st., Toronto, has been under the consideration of the legal department of the Toronto city council, but the final settlement of its terms has been delayed owing to the transfer of the duties of the Railway Committee of the Privy Council to the Board of Railway Commissioners. (Dec., 1903, pg. 425.)

**Yukon Ry.**—A press report states that the Yukon District Council is gathering information with a view of ascertaining the feasibility of constructing a railway from Whitehorse to Dawson City.

The C.P.R. recently carried a consignment of raw silk and silk goods valued at \$1,932,000, from Vancouver, B.C., consigned to the silk mills at Weehawken, N.Y. The consignment weighed 900 tons, and filled 28 freight cars.

The Canadian Westinghouse Co. (Ltd.) is applying at the current session of the Ontario Legislature for an act confirming the Hamilton city by-law fixing the amount of taxation to be placed on the Company's premises and plant in the city.

The American Association of General Passenger and Ticket Agents recently held a meeting at St. Louis, Mo., to discuss passenger rates, etc., in connection with the Louisiana Purchase Exposition. The C.P.R. was represented by R. Kerr, C. E. E. Ussher, and G. C. Wells; the G.T.R. by G. T. Bell and G. W. Vaux; the Intercolonial Ry. by J. M. Lyons, and the Richelieu and Ontario Navigation Co. by T. Henry.

A. O. Norton, manufacturer of jacks, Coaticook, Que., and Boston, Mass., has sent out an advertising novelty in the form of a fancy cake of soap accompanied by a circular reading: "Possibly you have thought of 'washing your hands' of antiquated, inefficient and dangerous jacks, and the inclosed cake of soap is sent in the hope that when the 'washing' occurs, and you are looking for a jack to meet modern requirements—one that can be depended upon in an emergency, is absolutely safe and durable, yet moderate in price—that the Norton ball-bearing jack will not be forgotten."