

New Brunswick Coal and Ry. Co. with the Central Ry. of N.B., at Chipman, to a junction with the Canada Eastern Ry., to a junction with the Restigouche and Western Ry. (Nov., 1902, pg. 385), thence to Edmundston, or a junction with the Quebec and New Brunswick Ry.; from the junction of the Central Ry. of N.B. with the Intercolonial Ry. at Norton to St. John, with power to acquire land in that city for terminal purposes; to extend the authorized line of the Canada Ry. and Coal Co. to a junction with the projected line of the Shediack and Coast Ry., and to extend the latter line to the boundary of New Brunswick and Nova Scotia. C. N. Skinner is solicitor for the promoters. The St. John Sun, referring to the proposed application, says: "Perhaps we ought to read in with the Quebec amendment of the Grand Trunk project the railway notices which stand in the name of C. N. Skinner in this Province. . . . All this may be the G.T.R.'s way of reaching this winter port." On the other hand, the Toronto News says "The move is supposed to be a part of Mackenzie, Mann & Co.'s big scheme, and an attempt to connect with their lines in Nova Scotia." Whoever is behind the project, it is on the face a direct endeavor to connect a number of small lines that are being operated with but indifferent success, and projects that have been hanging fire for a number of years and of binding them together into one system, and making a connection with the Nova Scotia lines on the one side and those of the rest of Canada, through the Province of Quebec, on the other.

The Nicola, Kamloops and Similkameen Coal and Ry. Co. will apply next session of the B.C. Legislature for an amendment to its act of incorporation authorizing the extension of its projected line from the western extremity of Nicola lake to Spence's Bridge, and from Nicola lake to Hope, thence southwesterly to Chilliwack, and extending the time within which the line may be commenced and completed.

Niagara, Queenston and St. Catharines Electric Ry.—Application will be made at the current session of the Dominion Parliament for the incorporation of a company to construct certain lines in the Niagara district. (Feb., pg. 44.)

The Nipissing and Ottawa Ry. Co. will apply at the current session of the Dominion Parliament for an act giving power to extend its previously authorized line from the east end of Lake Nipissing to the mouth of French river, and to change its name to the Nipissing, Ottawa and French River Ry. Co. (June, 1902, pg. 195.)

Nipissing and Pontiac Ry.—Application will be made at the current session of the Dominion Parliament for the incorporation of a company to construct a railway from New Liskeard, at the head of Lake Timiskaming, Ont., northeasterly to Lake La Quinze, Que., with power to construct other branch lines. Curry and Eyre, Toronto, are solicitors for the promoters.

North Bay to James Bay and Missinable.—Application will be made at the current session of the Ontario Legislature for the incorporation of a company to construct a railway from North Bay northerly to New Liskeard, thence northerly and westerly to Iroquois falls on the Abitibi river, thence to James bay, and a branch from the Mattagami river westerly and southerly to Missinable on the C.P.R., with power to construct other branch lines. Curry and Eyre, Toronto, are solicitors for the promoters.

North Lanark Ry.—Application will be made at the current session of the Ontario Legislature for an act extending the powers of the Co. and authorizing the extension of the projected line eastward from near Arnprior to Ottawa, and westwards from Mile

lake to the Madawaska river, in Bagot or Blythfield tp. (April, 1900, pg. 115.)

Nova Scotia Eastern Ry.—Application will be made at the current session of the Nova Scotia Legislature for authority to construct lines in the county of Antigonish, as well as in Guysboro and Pictou, and to extend the time for the commencement and completion of the lines. At the opening of the N.S. Legislature reference was made in the King's speech to the fact that a contract had been signed with the Co. for the construction of the line. (Feb., pg. 45.)

The Ontario Electric Ry. is applying at the current session of the Ontario Legislature for an act authorizing it to proceed with its organization as soon as 10% of its authorized capital has been paid in. (June, 1902, pg. 195.)

The Ottawa City Council will apply at the current session of the Dominion Parliament for an act authorizing it to construct a street railway within the city, and to acquire the lines of any existing company.

Ottawa Valley Ry. Co.—Application will be made at the current session of the Dominion Parliament for an act authorizing the construction of a branch to St. Côme and to extend its proposed line to Montreal, and to a junction with the Canada Atlantic Ry. J. R. Thibeaudau, of Montreal, is President.

Point Ann Ry. Co.—Application will be made at the current session of the Ontario Legislature for the incorporation of a company to construct a railway from the G.T.R., near Belleville, to Point Ann, Ont. Pinkerton and Cooke, Toronto, are solicitors for the promoters, the Belleville Portland Cement Co., which requires railway connection with its plant at Point Ann. Preliminary operations have been commenced on the grade.

Portage and South-Western Ry. Co.—H. Armstrong, A. H. Dickens, T. A. Newman, E. Anderson, of Portage la Prairie, Man., and M. Blake, of Toronto, have been incorporated at the current session of the Manitoba Legislature under the above title to construct a railway from Portage la Prairie, southwesterly to Belmont, on the Morris-Brandon branch of the Canadian Northern Ry., and from Portage la Prairie, westerly to Brandon. (Feb., pg. 45.)

The Preston and Berlin Ry. was placed in operation, Feb. 5, as a steam railway. (Feb., pg. 45.)

Prince Edward Island and New Brunswick.—Application will be made at the current session of the Dominion Parliament for an act incorporating a company to operate a car ferry between Cape Traverse or Carleton point, P.E.I., and Cape Tormentine or Cape Jourimain, N.B., with power to acquire or enter into agreements with the New Brunswick and P.E.I. Ry., or the Shediack and Coast Ry., or other railways. P. Poirier, Shediack, N.B., is solicitor for the promoters.

Prince Edward Island Ry.—When work is re-started in the spring on the Hillsboro' river bridge, H. A. Morrow will be in charge for M. J. Haney, the contractor. During 1902 he acted as assistant to M. J. Butler, C.E., who is now chief engineer of the Locomotive and Machine Co., of Montreal. (Feb., pg. 45.)

Princeton to Kamloops.—Application will be made next session of the B.C. Legislature for the incorporation of a company to construct a railway from Princeton to Quilchena, on Nicola lake, thence to the Thompson river at Kamloops, B.C., with power to construct branches. Morrison, Whiteside, McQuarrie and Briggs, Vancouver, are solicitors for the promoters.

Quebec Bridge.—Application will be made at the current session of the Dominion Parliament for authority to construct a line from the

northern terminus of the bridge into Quebec, and from the southern terminus of the bridge to near the point of intersection of the Intercolonial Ry. and the G.T.R. at Chaudière Curve; to change the name of the Co., to enable it to enter into agreements with railway companies on either side of the St. Lawrence and for other purposes in connection with the maintenance of transportation facilities in connection with the bridge. (Feb., pg. 46.)

The Quebec Central Ry. is trying to arrange for about 30 miles of 70 or 80 lb. steel rails to replace 56 lb. rails, but does not expect delivery can be secured until Aug. or Sept. (Feb., pg. 46.)

Quebec, New Brunswick and Nova Scotia Ry.—Application will be made at the current session of the Dominion Parliament for the incorporation of a company to construct a railway from Quebec to the Quebec bridge, and from the south shore of the St. Lawrence where the Quebec Bridge Co.'s lines end, to Edmundston, thence to Moncton, N.B.; thence via Pugwash to Country Harbor, N.S. Logan, Jenks & Outhit, Amherst, N.S., are solicitors for the applicants.

The Quebec Terminal and Ry. Co. will apply at the current session of the Dominion Parliament for an extension of the time within which its railways may be commenced and completed, and for power to amalgamate with the Quebec Bridge Co. (May, 1901, pg. 157.)

Riverside Park Ry. Co. (Electric).—H. Beck, J. S. Gray, of Winnipeg; E. Brown, of Portage la Prairie; J. O. Smith, of Eli; C. F. Hendrickson, of Grafton, N.D., and C. Winslow, of Hatton, N.D., are applying at the current session of the Manitoba Legislature for the incorporation of a company with this title to construct a railway from Winnipeg city limits to St. Norbert, with power to arrange with any other company for an entrance into Winnipeg.

Sandwich, Windsor and Amherstburg Ry.—Application will be made at the current session of the Ontario Legislature for an act confirming an agreement entered into between the Co., the Windsor city council and the City Railway Co., of Windsor, respecting the Co.'s operations, and for other purposes. (Feb., pg. 47.)

Sarnia, Petrolia and St. Thomas Ry.—Application will be made at the current session of the Ontario Legislature for the incorporation of a company to construct an electric railway from Sarnia to Petrolia and thence to St. Thomas, and to operate ferry boats in connection therewith. F. F. Pardee, Sarnia, is solicitor for the promoters.

Sault Ste. Marie Station.—Application will be made at the current session of the Ontario Legislature for an extension of time for the provision of a station, freight shed, docks and wharves, fixed in an agreement between the Lake Superior Power Co. and the Sault Ste. Marie town council.

Southwestern Traction Co. (Electric).—Application will be made at the current session of the Ontario Legislature for an act conferring various additional powers on the Co. in connection with its projected lines. No power is to be asked to construct additional lines. (Feb., pg. 47.)

The St. Chrysostome Ry. Co. will apply at the current session of the Quebec Legislature for an act extending the time for the commencement and completion of its railway and authorizing it to arrange with other companies for operating the line. J. P. Brown, Montreal, is acting for the Co. (April, 1902, pg. 145.)

St. Thomas.—The St. Thomas city council will apply at the current session of the On-