

asked for at the recent session of the Dominion Parliament. (April, pg. 121.)

Bay of Quinte Ry.—An act was passed at the last session of the Dominion Parliament authorizing this Co. to construct a line from Deseronto to the northerly or westerly shore of the Bay of Quinte; from some point on such line to the shore of the bay, thence through Prince Edward county to lake Ontario, and from this second line to Picton; and also granting an extension of time for the commencement and completion of its lines for two and five years respectively. It is reported that engineers have surveyed a route for a direct line between Deseronto and Napanee; and for an extension of the line from Tweed, northerly through Bridgewater and Bannockburn. We are officially informed that it will be some little time before any decision is arrived at in regard to construction. (April, pg. 121.)

The B.C. Electric Ry. Co. has completed an extension of its Vancouver lines from the present terminus in Powell st., along Cordova st., to the C.P.R. terminus. Shops for car building are being erected at Vancouver in which all repair work will be done in addition to the turning out of one new car a month. It is proposed to erect a 5,000 h.p. power plant in Vancouver.

Work has been commenced on the 2-mile tunnel to connect Coquitlam lake and Lake Beautiful, near Vancouver, in connection with the scheme for the development of the water power there and its transmission to Vancouver. The project is being carried out by the Vancouver Power Co. (Ltd.), of which J. C. M. Buntzen, General Manager of the B.C.E. Ry. Co., is Manager. It is proposed to develop 20,000 h.p., and to utilize the power for the street cars, for lighting and for general manufacturing purposes. (April, pg. 121.)

Bedford Electric Co. (Ltd.)—Press reports state that a contracting engineer from New York city has just been over the route of the Co.'s proposed electric railway in Halifax County, N.S., and estimates the cost of construction at \$75,000.

British Columbia and Yukon Ry. Co.—An application was presented at the recent session of the Dominion Parliament for the incorporation of a company with this title to construct a railway from the B.C. boundary to the Yukon river below Rink rapids, and thence via Selkirk to Dawson, but the bill was withdrawn by the promoters. (April, pg. 121.)

Bruce Mines and Algoma Ry.—The contractors, Birmingham and McMartin, started work in the beginning of May to finish the ballasting of the line, which they were compelled to leave uncompleted last year. The ballasting on about 4 miles of grading has to be completed. It is probable that the 4 miles from Bruce Mines station to Lake Huron will be constructed this year. (April, pg. 121.)

Calgary and Edmonton Ry.—The Dominion Parliament was asked, at the recent session, to revive the Co.'s act of incorporation, and to authorize the construction of a line from its southern terminus to the International boundary, with branches from Strathcona, Wetaskiwin, and Lacombe, easterly; and granting five years within which to complete the line. In the committee considerable opposition developed, the main grounds being that the bill would revive the land grant voted in 1890; that the bonding power of \$25,000 a mile was excessive; and that it did not provide for the protection of existing towns. The promoters inserted a clause providing that the bill should not be construed as reviving the land grant, but the opponents were not satisfied, and as the supporters of the bill would not allow the preamble to be put, it was placed at the bottom of the list, and had not again been reached at the close of the session.

The surveys recently made for the proposed extension of the line from Macleod, Alta., to the International boundary are only of a preliminary character, and no definite route has been decided on. The surveys made run southerly from Macleod through the Blood reserve to Cardston, from near which town two lines were run to the boundary. There is very little difference in the length of the two lines, the longest being 61 miles. No further work will be done in connection with the proposed extension, as the Co.'s powers have lapsed. (April, pg. 121.)

Canada Atlantic Ry.—It is reported that the Co.'s repair shops at Ottawa, which were burned down Mar. 21, will not be rebuilt, but that all the work will be done at the main shops, Ottawa East. (April, pg. 121.)

Canada Central Ry. Co.—T. W. Patterson, Vancouver, B.C.; E. F. B. Johnston, Toronto; B. W. Folger, Kingston, Ont.; J. Millen, Duluth, Minn., and P. Weidner, Detroit, Mich., were incorporated at the recent session of the Dominion Parliament under this title to construct a railway from the mouth of the French river to Whanapitae lake, to the headquarters of Montreal river, thence northwesterly to the Albany river at the Ontario boundary, thence through the district of Keewatin and Manitoba to Lake Winnipeg, thence 70 miles north of Prince Albert, Sask., and Edmonton, Alta., to Tête Jaune Cache, B.C., thence southerly via Kamloops to Princeton, and thence to New Westminster and Vancouver; with a branch to Port Arthur, Ont. The Co. is given power to own and operate ferries and steamships and to carry on a general navigation business, to develop and distribute electrical power, and a number of other powers of a general nature. The authorized capital is \$15,000,000, and bonds and other securities may be issued, and the Co. may enter into agreements with the C.P.Ry. Co., the Canadian Northern Ry. Co., or any other railway company with connecting lines. (April, pg. 121.)

Canada and Michigan Bridge and Tunnel Co.—The Dominion Parliament at its recent session granted the extension of two years asked for. (April, pg. 122.)

Canada National Ry.—A deputation headed by J. H. Boyle, Secretary, waited on the Toronto city Board of Control recently in reference to the Co.'s projected terminals at Ashbridge's marsh. He stated that the Co. could bring 50,000,000 bush. of grain a year to Toronto for transshipment; that 25 or 30 large vessels would be employed; that freights would be $\frac{1}{4}$ c a bushel less than by Buffalo; and that return cargoes of Nova Scotia coal would be provided. The deputation was referred to the City Engineer. (April, pg. 122.)

The Canada Southern Ry. Co. was granted, at the last session of the Dominion Parliament, an extension of time until 1907 for the commencement, and until 1912 for the completion of the works authorized by its acts. (April, pg. 121.)

The Cape Breton Electric Co. has entered into an agreement with the town of North Sydney, N.S., for a street railway franchise, paying 2% of the gross earnings, and an annual license fee of \$200 until the town has a population of 10,000, and \$400 yearly thereafter. A line is also to be constructed between North Sydney and Sydney Mines.

Work was commenced April 30, on the construction of the Co.'s lines in Sydney, and 300 men were reported to be employed. J. Mac-Campbell is superintending the construction of the lines, some of which will be put in operation by July 1. (April, pg. 122.)

See also Sydney and Glace Bay Ry. Co.

Cape Breton Ry.—We were officially informed May 10, that track had been laid from Point Tupper to river Inhabitants 8 miles, and that 2½ miles of sidings had been completed. One abutment of the bridge over the

river Inhabitants was completed, and the second one was under way. The grading from the opposite bank of the river Inhabitants to St. Peters was expected to be ready for track laying by the end of May. Tenders will be asked for shortly for the construction of the line from St. Peters to Louisburg. (April, pg. 122.)

The annual report of M. Murphy, D.Sc., Provincial Engineer, states that on Oct. 1, 1900, a contract was signed between the C. B. R. Co. and the N. S. Government for the construction of a line from the I.C.R. near Port Hawkesbury, to St. Peters, about 30 miles, and that work was commenced thereon July, 1901. The grading from Point Tupper to St. Peters was, at the date of the report, about two-thirds finished, all the small culverts and one-half of the concrete culverts were completed, and the abutments of the river Tillard bridge were under construction. Track had been laid for about four miles from Point Tupper, and for about 1½ miles of sidings at Cass Cove, with a spur to the wharf. Rails were on hand for 40 miles of line, 60 lb. and 72 lb. steel being used for the main line, and 56 lb. for the sidings.

Carberry Central Ry. Co.—N. Boyd, M.P., R. M. Harrison, R. F. Lyons, M.L.A., G. Barrett and R. I. M. Power, of Carberry, and W. J. Boyd, of Winnipeg, were incorporated at the last session of the Manitoba Legislature, under this title to construct a railway from tp. 1 or 2, range 10, 11 or 12 west of the principal meridian, northerly or northwesterly to Carberry, and thence to the northern boundary of the province. The Co. may issue \$400,000 of capital stock, and bonds to the extent of \$20,000 a mile, and is given two years to commence its line.

Central Counties Ry.—The Dominion Parliament at its recent session passed an act changing the date for the holding of the annual meeting from April to Sept., increasing the power to issue bonds from \$15,000 to \$20,000 a mile, and giving a five years' extension of time to complete the line authorized from Hawkesbury to South Indian. See Great Northern Ry. of Canada, Sept, 1901, pg. 273.

Central Ontario Ry.—Extensive improvements are contemplated during the current year. Three new bridges will be constructed, two between Hillier and Consecan, and one near Glen Ross; 6½ miles of track are to be relaid with 70 lb. steel rails, between Gilmour and Ormsby Jct.; and the 56 lb. rails taken up are to be utilized to replace 45 lb. rails, between Picton and Trenton. On the Bancroft extension some of the embankments are to be widened, and other work done, while on the line generally 20,000 new ties are to be put in and 3,000 cars of ballast distributed. In addition to the new station at Picton, a new station is to be erected at Bannockburn, and shelters at Millbridge and St. Ola. (April, pg. 123.)

Chateaugay and Northern Ry.—It is said that construction on this line from Bout de l'Isle to Joliette, Que., is to be proceeded with this year. The Great Northern Ry. of Canada will have charge of construction. (Nov., 1901, pg. 333.)

Chignecto Marine Ry.—A. D. Provand, on behalf of the shareholders in this Co., recently made another endeavor to obtain from the Dominion Government some compensation for the money invested in this project on the strength of a subsidy voted, but afterwards withdrawn. The proposal did not meet with any support from the members of the House of Commons who were called together to discuss the matter. Mr. Provand suggests that \$2,000,000 should be awarded as compensation.

Crow's Nest Southern Ry.—Track laying was recommenced in the middle of March