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RAILWAY DEVELOPMENT.

(Continued from page 1.)

in a sufficiently definite shape to make any
statement regarding it. The matter is in the
hands of Drummond, McCall & Co., Mon-
tréal.

Canada National Ry. and Transport Co.
—Application will be made next session of
the Dominion Parliament for an act reviving
the charter of this Co., authorizing the con-
struction of a railway from Toronto to Col-
lingwood. (June, 1902, pg. 189.)

Cape Breton Ry.—Track had been laid
from Point Tupper to Sporting Mountain, 25
miles, by Dec. 31, and the remaining six

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miles to St. Peters, N.S., was expected to be
completed early in the year. Ballasting,
fencing and station building is progressing,
and is expected to be completed early in the
spring. The extensions projected are from
St. Peters to Louisburg, 60 miles, and from
Marian Bridge to Sydney, 13 miles.

On Dec. 30 the temporary construction
bridge over the River Inhabitants collapsed,
and an engine, with several cars of material,
went through, the driver being killed. (Jan.,
pg. 19.)

Causapsal to Gaspé.—Application will be
made next session of the Dominion Parliament
for the incorporation of a company to con-
struct a standard or narrow gauge railway,
to be operated by any kind of power, from
the I.C.R., between Causapsal and Little
Metis, and Gaspé Basin, Que. The promo-
ters ask for very wide general powers.
D'Arcy Scott, Ottawa, is solicitor. In 1902
application was made for the incorporation of
a company to construct a railway between
the same two points, but the bill was with-
drawn from the consideration of the Railway
Committee of the House of Commons. (See
Atlantic, Quebec and Western Ry., pg. 38
and Jan., pg. 19.)

Central Ontario Ry.—Press reports re-
cently stated that an extension of 40 miles
from Bancroft, the present terminus, to Whit-
ney, on the Canada Atlantic Ry., was con-