

Canadian Northern Ontario Railway Company.

NOTICE is hereby given that the Canadian Northern Ontario Railway Company will apply to the Parliament of Canada, at its next session, for an Act extending the time wherein the company may construct:

(a) The lines of railway authorized by the Statutes of Canada for 1911, chapter 57, section 2, paragraph (a), items (i) to (iv), (vi), (ix) and (x), shortly described as follows:—

- (i) Washago to Kincardine.
- (ii) Arnprior to Gananoque.
- (iii) Pembroke to Cobourg or Port Hope.
- (iv) Frenchman's Bay, northwesterly to Owen Sound.
- (vi) Niagara River to Goderich.
- (ix) Hawkesbury to a point in the County of Leeds or Lanark.

(x) Parry Sound to North Bay.
(b) Also the line specified in paragraph (c) of the same section and chapter, namely:—

Berlin, through Guelph, Acton and Brampton to Toronto.

(c) Also the line of railway authorized by the Statutes of Canada for 1908, chapter 93, section 2, shortly described as follows:—

From between Udney and Rathburn to the Georgian Bay.

(d) Also to authorize the construction of the following lines of railway:—

(I) An extension of the line mentioned in paragraph (b) of this notice, southwesterly to Stratford and St. Mary's with a branch to Woodstock.

(II) Sarnia to Chatham.

(III) Orillia to Goderich via Owen Sound, or with a branch to Owen Sound.

GERARD RUEL,
Chief Solicitor.

Toronto, 30th October, 1912.

Canadian Northern Railway Company.

NOTICE is hereby given that the Canadian Northern Railway Company will apply to the Parliament of Canada, at its next session, for an Act extending the time wherein the Company may construct the lines of railway authorized by the Statutes of Canada for 1908, chapter 92, section 2, paragraphs (a), (b), (c) and (h), shortly described as follows:—

- (a) Humboldt to Calgary.
- (b) Maryfield to Lethbridge.
- (c) North Battleford to Athabasca Landing, with a branch to Green Lake.
- (h) Neepawa, northwesterly to the South Saskatchewan River.

Also the line of railway which the Saskatchewan Midland Railway Company (amalgamated with the Company) was authorized to build by chapter 41 of the Statutes of Saskatchewan for the year 1909, section 7, paragraph (v), namely:— Humboldt to Melfort.

Also to authorize the construction of the following line of railway:—

From a point at or near Swift Current, westerly to a point at or near the junction of the Company's authorized lines to MacLeod and Lethbridge.

Also to confirm and ratify an agreement between the Company and the Canadian Pacific Railway Company respecting the terminals at Regina.

Also to increase the bonding powers of the Company.

GERARD RUEL,
Chief Solicitor.

Toronto, 30th October, 1912.

Niagara, St. Catharines and Toronto Railway Company.

NOTICE is hereby given that the Niagara, St. Catharines and Toronto Railway Company will apply to the Parliament of Canada at its next session for an Act extending the time wherein the Company may construct the lines of railway authorized by the Statutes of Canada for 1906, chapter 132, section 1, paragraphs (b), (c) and (d), shortly described as follows:—

(b) Port Colborne to Fort Erie, and Fort Erie to the City of Niagara Falls.

(c) From the City of Niagara Falls to the Town of Niagara, and from the Town of Niagara to the City of St. Catharines.

(d) From the Town of Welland to the City of Brantford.

Also the line of railway authorized by the Statutes of Canada for 1899, chapter 77, section 8, shortly described as follows:—

An extension of the line of the St. Catharines and Niagara Central Railway Company to a point on the Niagara River at or near Fort Erie, and an extension to the City of Toronto by way of the City of Hamilton or thereabouts.

GERARD RUEL,
Chief Solicitor.

Toronto, 30th October, 1912.

Canadian Northern Quebec Railway Company.

NOTICE is hereby given that the Canadian Northern Quebec Railway Company will apply to the Parliament of Canada at its next session for an Act:—

(a) Extending the time wherein the Company may construct the lines of railway authorized by the Statutes of Canada for 1911, chapter 58, section 2, namely:—

(a) Rawdon, northerly to the National Transcontinental Railway, with a branch to Joliette.

(b) St. Jerome to St. Eustache.

(b) Also authorizing the construction of the following lines of railway:—

(i) From a point in the City of Montreal, crossing the St. Lawrence River opposite the City, and from thence to Levis.

(ii) From a point on the last mentioned line east of the St. Lawrence River to a point at or near St. Rosalie Junction, thence to a point at or near Sherbrooke or Lennoxville.

(c) Also defining and increasing the bonding powers of the Company.

GERARD RUEL,
Chief Solicitor.

Toronto, 30th October, 1912.

THE CANADIAN PACIFIC RAILWAY COMPANY.

DIVIDEND NOTICE

At a meeting of the Board of Directors held to-day, a dividend of two and one-half per cent. on the Common Stock for the quarter ended 30th September last, being at the rate of seven per cent. per annum from revenue and three per cent. per annum from interest on the proceeds of land sales and from other extraneous assets, was declared payable on 2nd January next to Shareholders of record at 3.00 p.m. on 2nd December next.

By order of the Board,
W. R. BAKER,

Secretary.

Montreal, November 11th, 1912.

Kootenay and Arrowhead Railway.

NOTICE—The Kootenay and Arrowhead Railway Company will apply to the Parliament of Canada at its next session for an Act extending the time within which it may construct the railway from Gerrard to Arrowhead, and authorizing an increase of its bonding powers, and for other purposes.

Dated at Montreal, this 23rd October, 1912.

H. C. OSWALD,
Secretary.

Pringle, Thompson & Burgess,
Ottawa agents.

Collingwood Southern Railway Company.

NOTICE—The Collingwood Southern Railway Company will apply to the Parliament of Canada, at its next session, for an Act extending the time within which it may construct the line of railway which it has been authorized to construct by section 8 of chapter 77 of the Statutes of Canada, 1907, and authorizing an increase of its bonding powers, and for other purposes.

Dated at Ottawa, this 23rd October, 1912.

ANDREW T. THOMPSON,
Solicitor for Applicants.

Attawa Northern and Western Railway.

NOTICE—The Ottawa Northern and Western Railway Company will apply to the Parliament of Canada, at its next session, for an Act extending the time within which it may construct the extension of its main line from Maniwaki to a point at or near James Bay and the extension to Lake Temiscamingue, authorizing an increase of its bonding power, and for other purposes.

Dated at Montreal, this 23rd October, 1912.

H. C. OSWALD,
Secretary.

Pringle, Thompson & Burgess,
Ottawa agents.

Shuswap and Okanagan Railway.

NOTICE—The Shuswap and Okanagan Railway Company will apply to the Parliament of Canada, at its next session, for an Act authorizing it to enter into an agreement with the Canadian Pacific Railway Company for any of the purposes specified in section 361 of "The Railway Act," and to lease its railway to the said company, and authorizing an increase of its bonding power, and for other purposes.

Dated at Montreal, this 23rd October, 1912.

A. R. CREELMAN,
Solicitor for applicant.

Pringle, Thompson & Burgess,
Ottawa agents.

NOTICE!

The Canadian Pacific Railway Company will apply to the Parliament of Canada at its next Session for an Act authorizing it to lay out, construct and operate a railway from a point on the company's Kleinburg-Sudbury Branch, between Bolton Junction and Palgrave, thence in a westerly direction through the Counties of Peel and Halton to a point on the Ontario and Quebec at or near Campbellville.

Dated at Montreal this First day of November, 1912.

W. R. BAKER,
Secretary.

Pringle, Thompson & Burgess,
Ottawa Agents.