

continental line between Petawawa and Chalk River, Ont., with branch lines, has been passed at the current session of the Dominion Parliament. At the recent session of the Quebec Legislature a land grant of 4,000 acres a mile was voted towards the construction of a line from Waltham station to Ferguson's Point. (June, pg. 189.)

Prince Edward Island Ry.—We are advised that the contractors are completing the ballasting on the section of the Murray Harbor branch between Charlottetown and Murray River, and are pushing the grading on the section between Murray River and Murray Harbor. It is expected that tracklaying will be commenced on this section early in July. At the bridge over the Hillsborough River the work of erecting the trestlework approaches is being proceeded with. These approaches are to be filled with earth, and it is expected that the ballast train will be at work on them at an early date. The contractor for the erection of the superstructure has the matter in hand for bringing the spans from the Miramichi river, N.B., to the bridge. The spans will be loaded on scows and will be towed into position across the strait. (June, pg. 189.)

Quebec and Lake Huron Ry.—At the current session of the Dominion Parliament an act was passed extending the time for the commencement of construction on this projected line from Quebec to Lake Huron, near the mouth of French River, for two years and for five years for its completion. (Mar., pg. 81.)

Quebec and Lake St. John Ry.—At the last session of the Quebec Legislature two acts conferring various powers on the Q. and L. St. J. Ry. Co. were passed, including the authorization of the construction of certain branch lines and extension of time for the construction of the same. A subsidy of 4,000 acres of land a mile was granted in aid of a line from Roberval to the Dominion Government wharf on Lake St. John, one mile in length; and for a branch line 38 miles long from a point on the main line near the Jeannotte River to La Tuque, on the St. Maurice River. J. G. Scott, General Manager, has gone to England to arrange for the financing of the construction of this branch line, with a view to starting work thereon at an early date. (Jan., pg. 7.)

Quebec and Portneuf Electric Ry.—At the recent session of the Quebec Legislature an act was passed incorporating a company to construct an electric railway from Quebec to Portneuf.

Quebec Central Ry.—At its recent session the Quebec Legislature voted a subsidy of 4,000 acres of land a mile for the construction of nine miles of line from St. Francis to St. George, Beauce County.

At the annual meeting in London May 18, reference was made to the proposed extensions, and to construction of terminals in Quebec, on the completion of the Quebec bridge, but the matters are still under the consideration of the directors. (June, pg. 189.)

Quebec County Ry. (Electric).—The Quebec Legislature at its recent session passed an act incorporating a company to construct electric railways in Quebec county.

Saguenay and Bale James Ry.—At the recent session of the Quebec Legislature an act was passed incorporating a company for the purpose of constructing a railway from the Saguenay River to James Bay.

St. Catharines, Pelham and Welland Electric Ry.—R. McLaren, S. D. Lake, St. Catharines; S. H. Glasgow, Welland; E. Morris, Fonthill; G. Arnold, Ridgeway, were incorporated at the last session of the Ontario Legislature with this title to construct an electric railway from St. Catharines to Welland, 13 3/4 miles, with a branch from Fonthill to Fenwick, 4 3/4 miles. The population of the district through which the line is project-

ed is 33,289, and the estimated cost of constructing and equipping the line is \$270,000. It is proposed to use private right of way for some portions of the line, to build bridges of steel and to lay the whole track with 56 lb. T rails. A right of way for the projected line has been granted in St. Catharines by the city council. J. H. Armstrong, St. Catharines, Ont., is consulting engineer. (Mar., pg. 81.)

St. Joseph and Stratford Electric Ry.—Surveys are reported completed on the first section of the proposed electric railway from Stratford to St. Joseph, Ont., from Stratford to Hensall, and it is expected construction will be commenced almost immediately. (June, pg. 189.)

St. Maurice Valley Ry.—V. Burrill, Burrill Siding; F. S. Tourigny, Three Rivers; H. Biermans, B. Leman, F. A. Stoughton, Shawinigan Falls, all in the Province of Quebec, have been incorporated at the current session of the Dominion Parliament with this title to construct a railway or tramway, to be operated by any motive power from Three Rivers, to a point where it will intersect the projected National Transcontinental Ry., the line to follow the St. Maurice and the Mattawin River valleys, and serving Pointe Chevalier, Shawinigan Falls, Grand Mere, Ste. Flore, and St. Jena des Piles. The capital is fixed at \$300,000, and bonds to the extent of \$25,000 a mile may be issued. The head offices are to be at Three Rivers, Que.

St. Thomas Electric Ry.—The city engineer has laid before the St. Thomas, Ont., council an estimate of the cost of extending the city's electric railway to Port Stanley, 6 1/2 miles. The cost of roadbed and overhead construction was put at \$5,910 a mile, equal to \$38,415; bridges \$7,000, turnouts \$2,950, making altogether \$48,365. In addition there would be right of way and equipment. (Jan., pg. 9.)

Southwestern Traction Co. (Electric).—Negotiations are in progress between the company and the St. Thomas, Ont., city council for right of entrance to the city. Grading from Lambeth, to which point the line was practically completed in 1902, to St. Thomas, is being proceeded with, a private right of way being purchased from the line between Elgin and Middlesex counties, into St. Thomas. The question of the location of the power house has not been definitely determined. A. G. Midford has been appointed engineer-in-chief, W. Evans is superintendent, T. Raycraft clerk of the works, and C. P. N. Raikes, of London, Eng., is in general charge, representing the Canadian Electric Traction Co. (June, pg. 189.)

Strait of Canso Bridge Co.—An act has been passed at the current session of the Dominion Parliament extending the time for the commencement and completion of the projected bridge across the Strait of Canso, N.S., for two and six years respectively from July, 1904. The promoters are making application to the Government for a subsidy by way of a guarantee of \$6,000,000 of bonds. (June, pg. 191.)

Suburban Tramway and Power Co.—An act was passed at the recent session of the Quebec Legislature incorporating a company with power to construct electric railways in the vicinity of Montreal.

Temiskaming and Northern Ontario Ry.—The Commissioners for the construction of the T. and N.O. Ry. have let a contract to A. R. Macdonell, who has the contract for 112 miles from North Bay to New Liskeard, Ont., now nearing completion, for the extension from New Liskeard to the point of intersection with the proposed National Transcontinental line, about 100 miles. The contract is awarded on a schedule rate. Tracklaying from mileage 57 towards New Liskeard has been commenced, and the line is expected to

be completed by the end of the year. (June, pg. 191.)

Terrebonne Electric Ry.—The Quebec Legislature at its recent session passed an act incorporating a company for the purpose of constructing electric railways in the county of Terrebonne. (Mar., pg. 83.)

Tobique and Campbellton Ry.—A. Fraser, N. H. Murchie, J. E. Stewart, J. McNair, R. B. Haining, A. I. Trueman, J. F. Tweedale, J. Burgess, were incorporated at the last session of the New Brunswick Legislature with this title to construct a railway from near Plaster Rock, the present terminus of the Tobique Valley Ry., crossing and recrossing the Tobique River, to a junction with the International Ry. of New Brunswick from Campbellton to Woodstock. The capital is fixed at \$40,000, bonds to the extent of \$10,000 a mile may be issued, and the head offices are fixed at Andover, N.B. (June, pg. 191.)

Toronto, Hamilton and Buffalo Ry.—It is reported that the company has acquired land for freight yards and roundhouse near Wentworth St., Hamilton. The C.P.R. is negotiating with the company for some changes in operating the C.P.R. locomotives, which are now detached at Hamilton, to Welland, but we are advised that such change could not be made until certain alterations are made at Hamilton yard. This, together with the fact that a considerable sum was appropriated at the annual meeting of May 31 for the betterment of the line, makes the report not improbable. (Mar., pg. 83.)

Toronto Ry. (Electric).—The Toronto Ry. Co. having acquired the lines and franchises of the Toronto and Mimico Ry., the Toronto and Scarborough Electric Ry., Light and Power Co., the Metropolitan Ry., the Schomberg and Aurora Ry., and the Toronto and York Radial Ry. Co. is beginning to take steps to have the lines connected up. The first step was taken June 24 when application was made to the city council for permission to connect the tracks of the Toronto and Mimico Ry. with those of the Toronto Ry. The application was to make a temporary connection for the purpose of reballasting and improving the T. and M. Ry., but the city council is averse to giving permission for any temporary connection until the general question of the entrance of all suburban lines to the city is decided.

The Toronto and Mimico Ry. recently made application to the Ontario Railway Committee for power to deviate from the highway at Lorne Park to the beach, which would give a slightly shorter and less hilly route than along the highway. The extension proposed is from Long Branch, the present terminus, to Oakville, about 13 miles. Satisfactory arrangements have been made with the township of Toronto, in regard to the extension and if satisfactory arrangements can be made with the townships of Etobicoke and Trafalgar the work will be gone on with this year. It will be built partly along the public highway and partly on private right of way. The steepest gradient on the extension will be 1 1/2%, and there will be the following bridges on the route at Etobicoke River, 130 or 150 ft. span; Port Credit River, two bridges, one of 80 or 100 ft. span and the second of 30 to 40 ft. span. There will be several minor bridges and culverts. The track will be laid with 60 lb. rails. Contracts will probably be let for the grading and the company will do the rest of the work itself.

The Scarborough township council has declined to grant the Toronto and Scarborough Electric Light and Power Co. a perpetual franchise, but has offered a franchise for 25 years with the privilege of deviating one mile on either side of a certain line in order to avoid steam railway tracks.

The Electrical Development Co., which is promoted largely by the same interests as