

ing the time for the construction of the line easterly from its present terminus at Bird Creek to Renfrew, Ont.; and also authorizing the construction of a line westerly from the junction with the G.T.R. near Kinmount, to Georgian Bay.

Lake Superior, Long Lake and Albany River Ry.—The Ontario Legislature will be asked at its current session to pass an act authorizing the extension of time for the commencement of this projected railway from Peninsula Harbor, on Lake Superior, to the Albany River; increasing the capital stock to \$5,000,000 and for other purposes.

Lebonk and Thunder Bay Ry.—R. H. Flaherty, H. E. Knobel, Port Arthur, Ont.; G. A. Elliott, Winnipeg, Man., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Lake Superior, following the valley of the Blende River to Lebonk mine, thence westerly to the south shore of Loon Lake, Ont. Power is asked to sell the line to or amalgamate with the G. T. Pacific Ry., or the Thunder Bay, Nepigon and St. Joe Ry. (Feb., pg. 49.)

Midland Terminal Ry.—The Ontario Legislature will be asked at its current session for an act extending the time for the commencement and completion of this projected railway in the town of Midland, Ont. H. T. Canniff, Toronto, is solicitor for the company.

New Ontario Ry.—Application will be made at the current session of the Ontario Legislature for an act continuing in force the act incorporating the N.O.Ry. Co., and extending the time for the commencement and completion of its projected railway. The company has power to construct a rail-tinental line, to Lac Seul, and to operate it by steam or electricity.

Nicola, Kamloops and Similkameen Coal and Ry. Co.—The controlling interest in the company recently passed into the hands of several Canadian and U.S. people, the new directorate consisting of C. E. Loss, New York; G. A. Begy, St. Catharines, Ont.; H. S. Osler, W. B. Raymond, B. M. Osler, C. E. Loveys, Toronto. The coal lands, which were owned by the original company, still remain in the old company's hands, and a new company has been formed with H. E. Larkin as President, and W. S. McNamara as Secretary, to develop the coal fields, so as to be ready to ship coal as soon as the railway is completed. The company which will construct the railway expects to make a start at construction as soon as the legislation, now before the Dominion Parliament, which are being asked for will enable the company to construct a line to Grand Forks, B.C., where a connection will be made with the Vancouver, Victoria and Eastern Ry. A connection will also be made with the Columbia and Western Ry. (C.P.R.) at Midway. (Jan., pg. 13.)

Ottawa Valley Ry.—The application to extend the line from St. Andrew's, Que., via Ottawa to Georgian Bay, with branches, was thrown out by the Railway Committee of the House of Commons, the standing orders as to publication of notices not having been fully complied with. (Feb., pg. 51.)

Penetanguishene to Udney.—Application will be made at the current session of the Ontario Legislature for an act incorporating a company to construct a railway from Penetanguishene, through the townships of Tay or Tiny, Medonte, North Orillia, South Orillia, to Brechin, Ont., and passing through the towns of Midland and Orillia. Royce & Henderson, Toronto, are solicitors for the promoters.

Prince Edward Island Ry.—A vote for \$650,000 for the Murray Harbor branch has been passed by the House of Commons. The branch was projected in 1898, when it was estimated that the cost would be \$472,000. Up to Nov. 30, 1904, the line had cost \$870,121, and it is now estimated that the total cost will be \$1,031,000. The original contract with W. Kitchen was for 11 miles, but he was given the construction of the rest of the line at the same prices. The bridge across the Hillsboro River was originally estimated to cost \$800,000, but owing to changes in the plans, adopted on the recommendation of the engineers, the cost of the work when completed will be \$1,474,000. (Mar., pg. 94.)

Quebec Bridge and Ry. Co.—C. Schrieber, Deputy Minister of Railways and Canals, accompanied by the members of the Transcontinental Ry. Commission, recently visited Quebec, and inspected the progress of work on the bridge. It was reported that the shipment of steel for the bridge would be commenced by the end of March, the material in stock at the works in Pennsylvania being sufficient to fill about 700 cars. (Mar., pg. 95.)

Rouse's Point to St. Constant, Que.—A press report states that the Delaware and Hudson Co. proposes to construct a line from the International boundary at Rouse's Point, N.Y., to St. Constant, Que., under an old charter, which it controls.

Salmon River and Northern Ry.—Application will be made next session of the Quebec Legislature for an act incorporating a company with this title to construct a railway from the Ottawa River to a junction with the Grand Trunk Pacific Ry., near the La Lievre River, Que. (Mar., pg. 95.)

Saskatchewan Bridge Co.—C. M. Hays, W. Wainwright, H. A. Allan, J. Hobson, W. H. Biggar, H. A. Wood, H. Phillips, Montreal; F. Oliver, K. W. Mackenzie, Edmonton, Alta., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway and general traffic bridge across the Saskatchewan River between Strathcona and Edmonton, Alta. (Mar., pg. 95.)

Temiskaming and Northern Ontario Ry.—The construction of this line, heretofore in charge of a commission consisting of R. Jaffray (chairman); B. W. Folger, Kingston, Ont.; F. Leonard, London, Ont., and M. J. O'Brien, Renfrew, Ont., will in future be in charge of a commission of three, consisting of C. B. Smith, C.E., Toronto; D. Murphy, Ottawa; J. L. Englehart, Petrolia, Ont. C. B. Smith has been appointed chairman. Hon. J. P. Whitney, the premier, states that it has been decided by the Government to proceed with the work and carry it through to completion. (Mar., pg. 95.)

Vancouver, Victoria and Eastern Ry.—The extension from Grand Forks to Phoenix, B.C., was inspected by W. McCarthy, Dominion Government Inspecting Engineer, at the end of Feb., and a passenger train service was placed in operation Mar. 5. (Mar., pg. 95.)

Yukon Trust and Loan Co.—Application will be made at the current session of the Quebec Legislature for an act incorporating a company with this title to construct tramways and other works in the Yukon Territory, in connection with a real estate and loan business. Beaubien and Lamarche, Montreal, are solicitors for the applicants.

The Locomotive and Machine Co. of Montreal has received orders for a large amount of bridge work for the C.P.R. It has also in hand contracts for the steel work for the new post office at Winnipeg; the Royal Victoria Museum and the Dominion Mint at Ottawa.

Orders by the Railway Commissioners.

The following orders have been issued by the Board of Railway Commissioners:—

Approving of plans for the crossing of the Algoma Central and Hudson Bay Ry. under the tracks of the C.P.R. in Sault Ste. Marie, Ont. (Feb. 9.)

Sanctioning change in the location of the located line of the extension of the Alberta Ry. and Irrigation Co.'s line between mileage 13 and mileage 17. (Feb. 13.)

Authorizing the construction of a spur line from Sprague station on the C.P.R. Sault Ste. Marie line, for a distance of 1,347 ft. (Feb. 14.)

Granting permission to the Toronto City Council to extend Wallace Avenue across the tracks of the G.T.R., northern division, the city to provide whatever protection may be required for the crossing, and to consent to the laying of an additional track or tracks by the G.T.R. across the street should such be necessary. (Feb. 18.)

Approving of an extension of time fixed in the order of Dec. 19, 1904, for the use by the Canadian Northern Ry. of its crossing of the C.P.R. tracks at Emerson, Man. (Feb. 20.)

Granting permission to the Berlin, Ont., Light Commissioners to lay a gas main under the G.T.R. tracks in that city. (Feb. 20.)

Extending to Dec. 31, 1905, the time for the use by the Vancouver, Westminster and Yukon Ry. of a crossing of the British Columbia Electric Ry. at Park Ave., Vancouver, B.C. (Mar. 1.)

Granting permission to the Consumers' Gas Co., of Toronto, to lay a gas main under the G.T.R. tracks near Jones Ave., Toronto. (Mar. 2.)

Authorizing the construction of a bridge across the Blackstone River, at a point 10 miles from Parry Sound, Ont., by the James Bay Ry. (Mar. 2.)

Sanctioning a change in the location of the Quebec, New Brunswick and Nova Scotia Ry. through Portneuf county, Que., between mileage 15.6 and mileage 57.4. (Mar. 2.)

Authorizing the town of Rat Portage, Ont., to construct a bridge over the tracks of the C.P.R. at Julius St., Rat Portage. (Mar. 2.)

Sanctioning a change in the location of the Canadian Northern Ry. through township 10, ranges 15, 16, 17 and 18, west of the principal meridian, Manitoba, to a junction with the Northern Pacific and Manitoba Ry., near Brandon, Man., between mileage 51.35 and mileage 76.90. (Mar. 2.)

Authorizing the crossing of the G.T.R. tracks at Milverton, Ont., by the Guelph and Goderich Ry., by an overhead bridge. (Mar. 6.)

Approving of a rail level farm crossing of the Canada Southern Ry. at Brigidon, Ont., on terms set out in an agreement between G. Miller and the company. (Mar. 7.)

Authorizing the laying of a sewer under the C.P.R., the G.T.R. and the Toronto Belt Line Ry. tracks at Eastern Avenue, Toronto. (Mar. 10.)

Sanctioning a change in the location of the Tillsonburg, Lake Erie and Pacific Ry., from Wonham Road to the northern boundary of Ingersoll, Ont. (Mar. 11.)

A bill has been laid before the Senate providing that senators and members of the House of Commons shall be provided with a form provided by the clerk of each house, the production of which shall be accepted by railway conductors in lieu of the production of a pass. Under the terms of the Railway Act senators and members of the House of Commons are entitled to passes from all the railways in Canada, and the promoter of the bill evidently wants to be dead-headed without having to take the trouble to sort over his bundle of passes to find the one for the particular line he may be travelling over.