

a grant of a right-of-way through the reserve under the general act of Congress of 1899, and early in 1907 let a contract for the construction of 15 miles of line between Republic and the north border of the reservation. The G.N.R. commenced the construction of a line along the same route, claiming the right-of-way under a special act of 1898. Litigation was commenced and the matter is now before the Supreme Court of the State of Washington.

Respecting construction in British Columbia, Mr. Beck said work on the extension up the North Fork of the Kettle River had been completed from Grand Forks to Lynch Creek, that it was intended to carry this extension as far as Franklin Camp and that further construction would be gone on with during the coming summer. (Jan., pg. 21).

The section of the line from Grand Forks to Lynch Creek, B.C., 18.5 miles, has been completed and a regular train service is being operated over it.

Lotbiniere and Megantic Ry.—See Quebec Eastern Ry.

Manitoulin and North Shore Ry.—The Minister of Railways replying to a question in the house of Commons, Jan. 8, said there had been completed 13.53 miles of main line, and 1.54 miles of branch line, and on account of the subsidy there was paid \$32,000 on Jan. 23, 1903. The company had constructed 12.75 miles of line, commencing at Sudbury, towards Little Current, Ont., and by such construction claimed to have earned the full subsidy of \$6,400 a mile, or \$81,600, of which there had been paid the \$32,000 mentioned.

Application is being made at the current session of the Dominion Parliament for an act extending the time for the construction of the company's lines of railway. (Mar., 1907, pg. 161).

Newcastle Townsite Northwesterly.—The British Columbia Legislature is being asked this session to pass an act incorporating a company to construct a railway to be operated by steam or electricity from the Esquimalt and Nanaimo Ry., about 500 yards north of the Comox wagon road, following the old East Wellington Ry. right-of-way, or nearly so, until it reaches the Government gazetted wagon road in the mountain district, thence northwesterly for a mile or more. The line is proposed to be constructed for the hauling of logs, ore, mineral or other materials. Authority will also be asked to construct telephone and telegraph lines in connection with the railway, and to develop any waterpower that may be conveniently situated for the operation of the railway or otherwise. F. B. Gregory, Victoria, B.C., is solicitor for the applicants.

Nicola Lake to Vancouver, B.C.—Application is being made at the current session of the British Columbia Legislature for an act incorporating a company with authority to construct a railway from Nicola Lake along the Nicola, Coldwater and Coquellallu River valleys to Hope, thence along the Fraser River valley to New Westminster and Vancouver. Power is also asked to construct branch lines not exceeding 50 miles, to operate steam and other vessels, and to enter into agreements with other companies, and for other purposes. Livingstone, Garrett and King are solicitors for the applicants.

North Lanark Ry.—Application will be made at the current session of the Ontario Legislature for an act extending the time for the commencement and completion of this projected railway. McGarry & Devine, Renfrew, Ont., are solicitors for the company.

The N.L.R. Co. was originally incorporated by the Ontario Legislature in 1899 to construct a railway from near Mile Lake on the Kingston and Pembroke Ry., to the Canada Atlantic Ry. on the C.P.R. near Arnprior, the line to be operated either by steam or

electricity. In 1903 an amending act was passed, changing the location of the line from Blythfield tp. to Ottawa, and authorizing construction along the highway if electricity was to be adopted as the motive power. Some surveys were made in 1905, when a plan and profile was filed with the Ontario Department of Public Works; and in 1906 it was reported but officially denied that the charter had been acquired by the Ottawa and New York Ry., one of the New York Central lines in Canada. (Feb., 1906, pg. 65; June, 1905, pg. 243, and July, 1903, pg. 239).

Orford Mountain Ry.—There is under construction an extension of the line from Mansonville, Que., to North Troy, Vt., about four miles, upon which to Dec. 31, 1907, there had been laid 2½ miles of track. The railway company is doing its own construction, and the extension is expected to be completed during the current year. North Troy is a station on the Newport section of the C.P.R., 44.07 miles from Brigham Jct., and 14.31 miles from Newport, Vt. The company has completed surveys for its projected extension from Windsor Mills to Bromptonville, Que., 8 miles. (Aug., 1907, pg. 565).

Pacific and Atlantic Ry.—Application will be made at the current session of the Dominion Parliament for an act extending the time for the commencement and completion of the company's authorized lines, and to confirm an agreement between the company and the Algoma Central and Hudson Bay Ry. Co. for the amalgamation of the two railways.

The P. and A. R. Co. was incorporated by the Ontario Legislature in 1886, and acts reviving and confirming the same, and amending its provisions, were passed in 1900, 1902, and 1905. The company, by the Dominion Act of 1906, was recognized as a Dominion one, and the railways, except the branch lines, which it was authorized to construct, declared to be works for the general advantage of Canada. Construction was to be commenced by July, 1908, and completed by July, 1911, and authority was given to amalgamate with the G.T.R., the C.P.R., the Manitoulin and North Shore Ry., the Ontario, Hudson's Bay and Western Ry., or the Canada Central Ry. The line originally authorized to be constructed was to extend from the eastern boundary of Ontario, in Glengarry county, westerly via the Ottawa, the Madawaska, Magnetawan, and Spanish River valleys to Lake Superior. Jas. Conmee, M.P., was one of the original promoters. (Aug., 1906, pg. 455).

Prince Edward Island Ry.—Replying to a question in the House of Commons recently, the Minister of Railways said the contract price for the new station at Charlottetown was \$58,900, with schedule prices for such other items as were not capable of being determined accurately in advance; E. A. Walberg was the contractor; \$66,784.99 had already been paid on account of the work; the Department was unable to say how much was yet payable to the contractor, as the final estimate had not been made. Up to date \$7,884.98 had been paid for extras. There were no extras under the schedule, the amount named was for additional work in foundations, drains, sewers, flooring, and waterproofing casement with concrete, grading for and laying reinforced concrete platforms, all of which was done at schedule prices as stipulated in the contract. (Dec., 1907, pg. 889).

Quebec Central Ry.—No new construction work was done during 1907. The company has under survey an extension of its line from St. George, Beauce, to St. Justine, Beauce, about 30 miles. It has not been decided when construction work will be undertaken. (June, 1907, pg. 409).

Quebec Eastern Ry.—A report from the United States says: "Right-of-way has been secured, and surveys completed from Lyster station on the G.T.R., to Lime Ridge, Que., and subsidies on the Quebec end from Lysander to Quebec, and from Lime Ridge to Sherbrooke, are being sought. The total length of the proposed line from Lime Ridge to Quebec is 110 miles. Construction will begin as soon as the desired subsidies are obtained. W. H. Lamby, Secretary and Treasurer, Inverness, Que."

The name of the company mentioned in connection with the information is the Wolfe, Lotbiniere and Megantic Ry. This company was incorporated by the Quebec Legislature in 1901, to construct a railway from the Quebec Bridge over the St. Lawrence, via the Thames valley to Lime Ridge, the terminal point of the Massiwiippi Valley Ry., the Canadian line of the Maine Central Rd., a distance of about 90 miles. Various surveys were made and negotiations were carried on with U.S. lines, but no construction has been done. The probability of an amalgamation with the Lotbiniere and Megantic Ry., which has a line in operation from Lyster to St. Jean des Chaillons, was discussed, and in April, 1907, it was reported that the right-of-way had been secured and negotiations were pending with the Lotbiniere and Megantic Ry. to construct the line. Last session of the Quebec Legislature the L. and M. Ry. was vested with all the rights and privileges required to construct a line from its existing line, across the counties of Wolfe, Richmond and Sherbrooke, to Sherbrooke city, with branches not exceeding 15 miles in length, except for the purpose of connecting with other railways. At the same session of the Legislature, a number of those interested in the L. and M. Ry., obtained an act incorporating a company with the title of the Quebec Eastern Ry. to construct a line from Sherbrooke to the southern end of the Quebec bridge, a branch from such line to Lyster station; another branch to Lime Ridge, and other branches not exceeding in any one case 15 miles in length. The company was also given power to acquire the lines of the Lotbiniere and Megantic Ry., the franchises, etc., of the Wolfe, Megantic and Lotbiniere Ry., or to lease the lines. (Aug., 1907, pg. 563).

Southern British Columbia Ry.—The B.C. Legislature is being asked at its current session to pass an act incorporating a company with this title to construct a railway to be operated by steam, electricity or other motive power, for the carrying of freight, passengers and express, with power to construct telegraph and telephone lines, and with all the other privileges usually given to railways. The route of the proposed line is described as commencing six miles east of Kamloops, on the C.P.R. main line, thence running southeasterly through Grand Prairie valley and Salmon River valley to the east line of township 18, range 11, west of the 6th meridian, Kamloops division, a distance of about 30 miles. Barnard and Robinson, Vancouver, B.C., are solicitors for the applicants.

Application is also being made at the current session of the Dominion Parliament for an act of incorporation. McGiverin, Haydon & Greig, Ottawa, are solicitors for the applicants.

Temiskaming and Northern Ontario Ry.—Owing to the open winter construction is being carried on to a much later date on the northerly extension of this line than was anticipated. The chairman of the Commission was quoted as saying recently that it was hoped to be able to keep on the work all winter, and if this can be done the T. and N.O.R. construction will touch the route of the G.T. Pacific Ry. eastern division in May or June. (Dec. 1907 pg. 889)