

ing was done, the company went into liquidation, and its assets were offered for sale under a court order in Sept., 1917. (July, 1918, pg. 285).

Mount McKay and Kakabeka Falls Ry.—Application is being made to the Ontario Legislature to extend the time during which the company's railway and any authorized extensions thereof may be operated by steam, and to extend the time for the completion of the lines authorized. This railway extends from the Fort William, Ont., city boundary for about 5 miles westerly, and is used for switching by the railways entering Fort William. It was originally designed as an electric railway, the intention being to build from Lot 10, Kakabeka Falls, to the mouth of Mission River, and thence along the shore of Thunder Bay to Squaw Bay. (Oct., 1917, pg. 393).

Flin Flon and Mandy Mines—A press report states that the Manitoba Government has decided to build a railway from Pas to the Flin Flon Mine, at an estimated cost of \$2,500,000, as soon as the mining companies are prepared to guarantee a certain tonnage of ore. It is stated that the Canadian National Rys. will be asked to operate the line. The object is to provide an outlet for the copper ores of the district, of which the largest is the Flin Flon Mines; another being the Mandy Mine. There have been several rumors to the effect that this Flin Flon property had been sold, the latest being that the International Nickel Co. had bought it for \$1,000,000 cash, but this is denied. Another report is to the effect that the Mandy Mine plant and equipment is being transferred to the Flin Flon Mine.

Quebec Central Ry.—We are officially advised that tenders have been received for building the extension from Scotts to St. Isadore, Que., to connect with the Quebec bridge, and that it is expected a contract will be awarded by April 1.

The Quebec Legislature, at its last session, granted a subsidy of 2,000 acres of land a mile, not convertible into money by the government, for a further extension of the Quebec Central Ry.'s Chaudiere Valley Branch, from its present terminus at Lake Frontier to St. Pamphile, L'Islet County, 25 miles. The road will follow the boundary line between Quebec and Maine and will open up a rich timber and agricultural section. We are officially advised that no decision has been arrived at by the company as to when construction will be commenced. (May, 1919, pg. 254).

St. George's Coal Fields Ltd.—The report presented at the annual meeting held recently at St. John's, Nfld., referred to the development of the company's mining properties which cover an area of 10 square miles. It stated that during Oct., 1919, W. F. Canning made preliminary surveys for building a railway and the provision of shipping facilities when such become necessary. He reported that the country traversed presented no engineering difficulties, and that Little Harbor, in Laporte Bay, is the most suitable point for a shipping port, it being open all the year round and contains water deep enough for the largest ships afloat close to its shores. J. J. St. John is President and T. J. Freeman, Secretary, of the company.

St. John and Quebec Ry.—The Lieutenant Governor's speech at the opening of the New Brunswick Legislature, March 11, said among other things:—"I am pleased to know that the Valley Railway has been completed to Westfield,

and is being operated by the Canadian National Rys., to St. John. The completion of the railway will not only prove a great convenience and avenue of trade to the people along its whole length from Westfield to Centreville, but will afford another entrance from the west to St. John, one of Canada's winter ports. In view of the heavy burden imposed upon the people to build this railway, it is a matter for sincere congratulation that the government has been able, by reason of the lowered price in the English market of its guaranteed debenture stock and the rate of exchange prevailing, to purchase and cancel such a portion of the outstanding stock as to effect a considerable reduction in the liability for the construction of this road."

A delegation from the Centreville-Grand Falls district waited on the New Brunswick Government at Fredericton, recently, and asked that the extension of the line from Centreville be built as planned originally. The delegation is reported to have been advised that the Dominion subsidy for the portion of the projected extension between Grand Falls and Andover had lapsed or been cancelled in 1912, and that the only funds now available out of the guaranteed bonds in the hands of the Prudential Trust Co., Montreal, amount to \$20,000 a mile for about 12 miles of line. The estimated cost of the line from Centreville to Andover, 23 miles, is \$50,000 a mile. (Jan., pg. 18).

Timiskaming and Northern Ontario Ry.—A press report states that the T. and N.O.R. Commission has bought 40 acres of land adjoining Liskeard station and will use part of it as the site for freight sheds to be built this year.

A deputation from Parry Sound waited on the Ontario Government recently and urged that consideration be given to a project for extending the T. and N.O.R. from North Bay to Parry Sound. Two routes were suggested, one of 77.5 miles and the other 81 miles. The premier is reported to have informed the deputation that consideration would be given the matter when the price of labor and construction material became less prohibitive, and other conditions more favorable. (Nov., 1919, pg. 603.)

Timiskaming District—At the opening of the Quebec Legislature's recent session the Lieutenant Governor said: "A railway in the Timiskaming region has become a necessity and my government is taking steps to secure its construction." The building of a line into this region has been discussed for several years past, and several projects have been initiated for the construction of a railway along the Ottawa and Des Quinze River valleys, the most important one being that promoted by the Interprovincial and James Bay Ry. Co., under C.P.R. auspices. The Quebec Legislature offered subsidies in aid of the construction of such a line, but until the present time the conditions have not warranted its construction. The M. J. O'Brien interests have now projected the development of the Des Quinze falls for power purposes, and the construction there of a large pulp and paper mill, thus rendering railway connection necessary. The Nipissing Central Ry. (electric), owned by the Ontario Government and operated by the Timiskaming and Northern Ontario Ry. Commission, has a Dominion charter to build a line into this territory, and proposals are reported to be already under consideration for building an extension from

Liskeard, Ont. Such a line, however, would not serve the large area of Quebec Province, lying east of Lake Timiskaming, which would be opened up by the Interprovincial and James Bay Ry., or any of the Quebec chartered companies which had proposed to build into the territory.

The Quebec Legislature, following up the intimation quoted above, has granted a subsidy of \$1,600 a mile to the C.P.R. towards the building of 66 miles of railway, either from the terminus of the branch line from Mattawa, at Timiskaming, or Lumsdens Mills, as it was called formerly, or from Kipawa, a branch of this line, northeasterly by way of Ville Marie, to the Des Quinze River. Provision is made in the act for the payment of a further cash subsidy at the rate of \$6,400 a mile for the construction of this railway, in the event of the Dominion Parliament not voting a subsidy for its construction.

Toronto, Hamilton and Buffalo Ry.—The Board of Railway Commissioners has authorized the rebuilding of a bridge over the main line at Hamilton, Ont. (Jan., pg. 18).

Wabash Rd.—A press report states that owing to increasing traffic, the Wabash Rd. will build a second track between Welland and Bridgeburg, Ont. The Wabash Rd. does not own any track in Canada, but operates under lease the Grand Trunk air line from the Niagara River to the Detroit River.

United States Railway Notes.

The Director General of the U.S. Railroad Administration announced, March 3, that the condition of the money market for several months had not been such as to warrant the carrying through of the National Equipment Corporation's plan, which was proposed before the railways were returned to private control.

The United States second assistant Postmaster General is reported to have stated recently that the aerial mail service is not costing the country anything, but is saving the people more than \$100,000 a year, that it costs considerably less than \$400,000 a year to operate a 1,500 lb. mail capacity airplane one round trip daily between New York and Chicago, and by establishment of such a schedule, the Post Office Department has been able to discontinue nearly \$500,000 worth of railway distributing space and clerical hire.

The Capreol, Ont., Railway Y. M. C. A. Building under construction by the Canadian National Rys., was destroyed by fire Feb. 29, the damage being estimated at about \$75,000. We are advised that the building was well advanced to completion, and that rebuilding has been started. An illustrated description of the building was given in Canadian Railway and Marine World for February.

Canadian National Railway Organization—The Minister of Railways stated in the House of Commons, Mar. 15, that no action had been taken in the direction of the organization provided for by the National Railway Corporation Act. The government has been waiting until it could be decided what action could be taken in connection with the Grand Trunk Ry. System, so that in forming the organization the government could take into consideration all the railways that go to make up the Canadian National Rys. System.