

Joliette and Lake Manuan Colonization Ry.—A contract has been entered into between the company and the Dominion Government under the act granting aid to certain railways for the building of a line from Joliette, to or near Lake Manuan, Que., 60 miles. (June, pg. 284, and May, pg. 230.)

Kettle Valley Lines.—The Board of Railway Commissioners has approved location plans of the extension of the line from Penticton to Coldwater, B.C., plan of a 250 ft. deck span over Trout Creek near Penticton, and revised location plans of the line from mileage 0 to 53.07 west of Penticton.

An arrangement is reported to have been completed under which the K.V. Ry. and the C.P.R. are to have joint terminals in Grand Forks, B.C. The city council has granted a free right of way for additional trackage, and exemption from taxation for 10 years, and the companies undertake an initial expenditure of \$200,000. The necessary bylaw to authorize the council to enter into the agreement is to be voted on at an early date. (July, pg. 339.)

London, Lake Erie and Tillsonburg Ry.—Press reports state that J. H. Teall, Tillsonburg, Ont., who controls this charter, has sold out all his interests, together with the property he has acquired at Port Burwell in connection with it, to the G.T.R.

Michigan Central Rd.—A contract is reported to have been let to G. A. Ponsford, St. Thomas, for the erection of an engine dispatching house 100 by 50 ft., and an oilhouse 40 by 50 ft. at St. Thomas, Ont. (June, pg. 301.)

Minneapolis, St. Louis and Canadian Rd.—A company with this title is reported to have been incorporated at Minneapolis, Minn., July 15 to build a line from Watertown, S.D., to the Canadian boundary. Watertown is a central point on the Minneapolis and St. Louis Rd., between St. Louis, Minn., and Le Beau, S.D. N. Erb, of the M. and St. L. Rd., is actively promoting the new company. (Jan., pg. 22.)

Minneapolis, St. Paul and Sault Ste. Marie Ry.—The Central Terminal Co., a subsidiary organization, has finally secured possession of properties bounded by Twelfth Place, West 15th St., South Canal St., and South Clinton St., Chicago, Ill., as a site for its terminals. The new terminals are estimated to cost \$5,000,000. The work of demolishing the buildings has been in progress for some time, and will now have been completed, as the arbitration proceedings in connection with none of the properties have been closed. (June, pg. 301.)

Montreal Central Terminal Co.—A special meeting of shareholders is to be held in Montreal, Aug. 9, to elect directors, increase the capital stock, authorize an issue of bonds, and the making of traffic agreements with all railway companies requiring terminal facilities in or about Montreal. F. E. Came, 44 Beaver Hall Hill, is secretary. (May, pg. 239.)

North Ry.—We are officially advised that J. T. E. Lavoie is in charge of the party in making a preliminary survey for the line from the mouth of the Nottaway River on Hudson Bay, to Lake Matagami, Que.

The organization of the company is reported to be about completed and the financial arrangements well forward. Surveys are reported completed for 120 miles north from the crossing of the National Transcontinental Ry., in addition to the surveys from Montreal to that point, and it is said that it is expected to start construction next spring. (July, pg. 339.)

Northern Territorial Ry.—An office has been opened in Edmonton, Alta., by H. G. N. Neville, who is stated to be the Chief Engineer for this railway, and an unconfirmed press report states that in the very near future 40 survey parties are to

be put in the field, and in all some 800 men will be engaged on preliminary survey of the line from Edmonton to Hudson Bay. The report goes on to say:—"Next season grading of the road to the northeast and the laying of steel will be carried on, and in two years time, according to plans of the company, the line will be complete and in operation from Edmonton to Lake Athabasca. The company will then proceed with the construction of the line easterly to the north shore of Lake Wellston in Saskatchewan and thence to Fort Churchill or Port Nelson, named as alternative ports under a federal charter. From Edmonton a cut off is to be constructed at a later date, giving connection with Hudson Bay by a still shorter route. From Lake Athabasca the road will run westerly north of the Peace River block, from Hudson Bay terminal. The railway will run steamships to a British port." (May, pg. 239.)

Northern New Brunswick and Seaboard Ry.—We are officially advised that of the mileage subsidized last session of the Dominion Parliament, 16.7 miles, from the Drummond mines at Austin Brook, to the Intercolonial Ry., near Bathurst, N.B., have been built, and that surveys have been completed for the remaining 9.3 miles, to deep water in Bathurst Harbor. This latter mileage, we are advised, will not be built for some time. (May, pg. 239.)

Pacific and Hudson Bay Ry.—We have been officially advised that the company has not yet been formally organized. It has power to build a line from the Pacific coast to Hudson Bay, about 1,500 miles, the first section being from Bella Coola, B.C., to Dunvegan, Alta. Three survey parties are in the field, and it is hoped to have the route on the first 700 miles surveyed by the end of the summer. The route map for the line from Kimisquit, near Bella Coola, to Natalkus Lake, B.C., about 110 miles, has been approved by the Minister of Railways, but application will shortly be made for the approval of a revised route. It is expected that the organization of the company will shortly be completed and arrangements made for starting construction early in 1915. H. D. Verschoyle, General Manager, Port of Bella Coola, Ltd., Vancouver, B.C., is interested. (June, pg. 301.)

Pacific Great Eastern Ry.—D'Arcy Tate, Vice President and General Counsel, is reported to have stated on his return to Victoria, B.C., from England, recently, that arrangements had been completed for a first issue of \$5,000,000 of the company's bonds, guaranteed by the province of British Columbia, and that it was expected construction would be started near the head of Howe Sound at an early date. P. Welch, Vice President, is quoted as stating, July 4, that it was expected to break ground at some point between North Vancouver and Howe Sound, within a month, and to crowd the work so as to have the line ready for traffic within two years. J. Callaghan, Vancouver, is Chief Engineer. (July, pg. 339.)

Quebec and Saguenay Ry.—It is expected, we are officially advised, to have the section of the line under construction completed to subgrade about Aug. 31. It is intended to start tracklaying simultaneously, from Cap Tourmente and from Ste. Irene, Que. The latter is about six miles from Point au Pic, near Murray Bay, and is more convenient for the landing of rails. About ten miles west of Ste. Irene the company has opened a ballast pit, from which ballast will be used for the eastern division from Baie St. Paul to La Chute, above Murray Bay. If the fall weather is favorable, it is expected to have the first lift of ballast completed so that the line will be opened for traffic in December.

The question of the proposed extension to Chicoutimi, we are advised, is for the present in abeyance. A. H. N. Bruce, Quebec, is Chief Engineer.

Representatives of the European financiers associated with Sir Rodolphe Forget, in the construction of this line, were in Montreal, July 7. Sir Rodolphe advocates the extension of the line to Cape St. Charles, and the establishment there of a port for trans-Atlantic passenger steamers. (July, pg. 340.)

Quebec Eastern Ry.—We are officially advised that surveys for this projected line from the southern approach to the Quebec Bridge, to Sherbrooke, Que., have been completed, and that it is expected to start construction in the near future. A. H. N. Bruce, Quebec, is Chief Engineer. (June, pg. 301.)

Reid Newfoundland Ry.—At its recent session the Newfoundland Legislature authorized the government to raise a further amount of \$1,000,000 in order to complete the branch lines authorized to be built in 1910, for which purpose \$4,000,000 have already been expended. (May, pg. 240.)

The Southampton Ry. Co. has entered into a contract with the Dominion Government under the act granting aid to certain railways for the building of a line from Millville, on the C.P.R., St. John-Edmundston line, to the St. John River, near the Pokiok bridge, N.B. (June, pg. 302.)

Timiskaming and Northern Ontario Ry.—The T. and N.O. Commission is reported to have arranged with Jas. McMillan to make a survey of the country in the vicinity of Moose River, on Hudson Bay, with a view of locating a railway terminal there, and of developing a port for deep sea traffic. (July, pg. 340.)

White Pass and Yukon Route.—The Board of Railway Commissioners has authorized the British Yukon Ry. to open for traffic its branch from mile post 106 to Pueblo Mine, Yukon, 13 miles. (Aug., 1911, pg. 7571.)

President Dickeson is reported to have stated, prior to leaving Dawson, Yukon, July 15, that the company had an engineer locating an extension of the line from White Horse to Yuyon Crossing, 120 miles. Such a line would tap the Tantalus coal fields.

Retirement of J. J. Hill.—In a letter addressed to the stockholders of the Great Northern Ry., (U.S.A.), July 6, J. J. Hill says: "With my resignation today of the chairmanship of the board ends my active official participation in conduct of the G.N.R. The work begun nearly 40 years ago has been substantially accomplished: though its results have been extended far beyond the foresight of anyone at that time. The property whose fortunes I have directed for so many years has become an organic growth. Its future will be shaped more by the forces that govern development of the natural resources of the country than by individual initiative. I will remain a member of the executive committee, and any service it may need from me will always be at its command. But it seems wise to begin the process of adjustment to other hands at this time, when all the outlook is fair and every change may be weighed with deliberation in the light of what is for the best interest of the property."

The American Association of Railway Accounting Officers' annual convention was held at Quebec, June 26 to 28. During the meetings, the members were at various times the guests of the Quebec Ry. Light and Power Co., C.P.R., Quebec and Lake St. John Ry., Intercolonial Ry. and the Richelieu and Ontario Navigation Co. The officers for the current year are: President, M. P. Beauvelt, I.C.R., Chicago, Ill.; Vice Presidents, C. M. Beuling, Pennsylvania Rd., Philadelphia, Pa., and C. B. Segar, Union Pacific Rd., New York. J. Leslie, Assistant Comptroller, C.P.R., Montreal, was elected on the executive committee.