

and with no power to increase it, to acquire the benefits of a concession or agreement contained in two letters from the Colonial Secretary to the Newfoundland Government, authorizing the construction, equipment and operation of a railway from Southwest Arm, Green Bay, to Humber Mouth, Bay of Islands, and to adopt an agreement with H. C. Thompson. The permanent directors are, Scott Lings, H. C. Thomson and T. L. Gilmour, and the registered office is at 13 Austin Friars, London, E. C.

Norfolk and Elgin Ry.—The Dominion Parliament is being asked to incorporate a company with this title to build a railway to be operated by steam, electricity, or any other motive power, from Simcoe, via Bayham, to Port Burwell, Ont., with branches. Power is also asked to operate car ferries to U.S. ports. Price, Garvey & Co., Toronto solicitors for applicants.

North Ry.—The surveys for this projected line between Montreal and the National Transcontinental Ry., at Belle River, Que., are reported to have been completed between Calumet and Belle River, 170 miles. It is also reported that construction will be started in the spring. The route adopted will, it is said, give as favorable gradients as the National Transcontinental Ry. has. Application is being made to the Dominion Government for a renewal of the subsidies for the construction of the entire line from Montreal to Hudson Bay. (Oct., 1913, pg., 475.)

Northern Territorial Ry.—Application is being made to the Dominion Parliament for an extension of time for the building of the line from Fort Churchill, Hudson Bay, westerly to Port Essington, B. C., authorized to be built by chap. 125 of the statutes of 1912. (Dec., 1912, pg. 605.)

Pacific Great Eastern Ry.—We are officially advised that track has been laid on the section between Vancouver and Newport, B.C., about 42 miles, from North Vancouver to Dundarave, 4.5 miles, and on the section between Newport and Clinton, 168.5 miles from Newport to Cheakamus, 13.5 miles. Construction is being carried on upon the untracked mileage on these two sections by P. Welch, the contractor. Surveys are being proceeded with on the remaining section of the line from Clinton to a junction with the Grand Trunk Pacific Ry. at Fort George, B.C., 261 miles.

A train service was put in operation between North Vancouver and Dundarave, Jan. 1. Considerable progress has been made with grading between Dundarave and Caulfields, to which place the company is under agreement to have a train service in operation by July 1.

The Squamish Indian Reserve of 1,098 acres, at Newport, has been formally transferred to the company. The purchase price was \$175,000. It will be used for terminal purposes. (Jan., pg. 22.)

Prince Edward Island Ry.—We are officially advised that surveys are in progress for a branch from mileage 40.8 to Carter's Point, near Cape Traverse, P.E.I., three miles. This will be the permanent line to the car ferry terminal now under construction. (Jan., pg. 22.)

Quebec Central Ry.—We are officially advised that surveys are being made for an extension of the line now terminating at St. Camille, Bellechasse county, Que., to English Lake, Montmagny county, 20 miles. (Dec., 1913, pg. 575.)

Queen Charlotte Islands.—Portland, Ore., press reports state that plans have been prepared in that city by men interested in the development of some oil bearing lands on Queen Charlotte Islands, B.C., for the building of a six mile railway from Rennell Sound, on the northwest of Graham Island,

northerly. (See Queen Charlotte Island Ry., pg. 353; Graham Island Ry., pg. 351, and Island Valley Ry., pg. 351, all Feb., 1910.)

Reid Newfoundland Ry.—At the close of 1913, the company had laid 74 miles of track on the new branch lines under construction, as follows—Trepassey Branch, between Biscay Bay and Trepassey, 5.00 miles; Carbonear Branch, between Carbonear and Bay de Verde, 53.00 miles; Fortune Bay Branch, between Goobies and Black River, 15.00 miles; Heart's Content extension into Heart's Content, 1.00 mile. The Trepassey Branch is now completed, with the exception of the finishing up process, as also is the Carbonear Branch; some grading has been done at Black River on the Fortune Bay Branch, and the Heart's Content Branch has been completed. Some miles of grading have been done on the Bonne Bay Branch. (July, 1913, pg. 332.)

St. John and Quebec Ry.—During 1913, track was laid on 92 miles of the line known as the St. John Valley Ry., but covered by the general charter of the St. J. and Q. Ry. Track is laid from Gagetown to 18 miles north of Fredericton, N.B., 47 miles. Between this point and 21 miles south of Woodstock, 23 miles, grading is well advanced, the contract being carried out by the Hubbard Construction Co., Fredericton. From 21 miles south of Woodstock, to 24 miles north of that town, 45 miles, track has been laid, and 1.5 miles of grading is being completed to Centerville, by Kennedy and McDonald, Woodstock, N.B. Surveys for the line from Gagetown to St. John, 50 miles, and from Centerville to Andover, 26 miles, are not finally completed. The total length of the line from St. John to Andover will be 192.5 miles.

The Maine Legislature has incorporated the Quebec Extension Ry. Co., to build a line from Caribou, near Presque Isle, Me., to the International boundary near Megantic, Que. A. R. Gould, President, St. John and Quebec Ry., is the principal promoter of the line, and he is reported to have stated that it is projected as part of the St. J. and Q. Ry. It is said that the line will ultimately be operated by electricity, obtained from water powers to be developed at various points on the route. (Dec., 1913, pg. 575.)

Timiskaming and Northern Ontario Ry.—A revision of the line from mileage 250 to Cochrane, Ont., 2.8 miles is, we are advised, being made, the contract having been let to Macdougall and McCluskey, Cochrane, Ont. W. B. Clement, North Bay, Ont., is Chief Engineer.

A two stall locomotive house is under construction at Elk Lake, the terminus of the Elk Lake Branch. (Dec., 1913, pg. 575.)

Toronto, Hamilton and Buffalo Ry.—The railway situation at Hamilton, Ont., is at present in an interesting situation, brought about by the proposed entry of the Canadian Northern Ry., and the suggested abolition of level crossings on the T. H. and B. Ry. The latter company wishes to elevate the existing line, and the C.N.R. has surveyed a route entering the city limits near the G.T.R., south of that line, but crossing it east of the Stuart St. station, and paralleling the old Northern and Northwestern Ry. from Gage Ave. to the city boundary. The city is desirous of having all the railways passing through the city restricted to one right of way, and the Board of Railway Commissioners has recently decided that it has power to change the location of any line, when it is in the public interest to do so. The plan suggested by the city is that the C.N.R. from Toronto should connect with the G.T.R. near Desjardins Canal, at which point the T. H. and B. R. has also a connection, and that the G.T.R. right of way from that point, which is 120 ft. wide, should be followed to the Hamilton Jockey Club's

grounds, where the lines would diverge, the C.N.R. keeping to the north, and the T. H. and B. R. bending southerly, each to tie into its route outside the city, the T. H. and B. R. joining its present line east of Bartonville. The city also suggests that the companies provide a union station at the corner of James and Stuart Streets, about two blocks east of the present G.T.R. station. (Jan., pg. 22.)

Western Canada Power Co.—We are officially advised that the company has completed an extension of its line from Stave Falls to Stave Falls dam, near Vancouver, B.C., 0.5 mile. This is a construction line only. The company holds charters to build electric railways, under the title of the Burrard, Westminster Boundary Ry. and Navigation Co.

Western Central Ry.—The Dominion Parliament is being asked to extend the time for the building of this projected railway. Mowat, Langton and MacLennan, Toronto, solicitors for applicants.

Winnipeg, Man.—The Commissioners for the Greater Winnipeg Water District have let a contract to O'Brien, Fowler and McDougall Bros. for the supply of 400,000 ties for the construction railway to be built from Winnipeg to Shoal Lake, Man., in connection with the new water supply proposals.

We are officially advised by the Commissioners that the location of the railway and pipe line have not yet been completed. The preliminary surveys show that there will be about 35 miles of prairie work with a minimum of grading; the remaining 50 miles will be through a sparsely wooded country, with some muskeg but very little rock. It is merely a construction line, and as it will probably not be operated after the completion of the pipe line, the grading will be very light, and there will be very little curvature. It is expected to use 65 lb. rails. It is expected to let a contract for the line in March, but it has not yet been decided whether the Commissioners will build and operate the line, or whether the entire work in connection with the water supply will be let as one job. (Dec., 1913, pg. 575.)

Dominion Government Railway to Hudson Bay.

We are officially advised that track was laid to Dec. 31, 1913, from Pas, Man., for 86 miles. The line is under construction from this point to Port Nelson, on Hudson Bay, 337 miles.

J. D. McArthur, Winnipeg, the general contractor, was in Ottawa, Jan. 9, and is reported to have stated that grading and rock work will be carried on all winter, and that ties and steel are being taken in for the tracklaying during the summer. Over 1,000 men are in the camps.

A report was issued by the Naval Service Department at Ottawa, Jan. 12, respecting Hudson Bay. According to this report navigation is possible to and from James Bay, from July 15 to Nov. 15. Winter conditions generally prevail to the end of June, and navigation is sufficiently safe by the middle of July. The report also deals with conditions in James Bay, which is reported to be navigable from August to the end of November. There is a suitable location for a harbor at Comfort Point, at the east end of Ministikewatin, on Rupert's Bay. It is a point in this bay which has been suggested as a terminal for grain carriers, crossing from Port Nelson, and transferring the grain to a railway running to Montreal or other points. It is in connection with this project that the North Ry. is being surveyed. (Dec., 1913, pg. 582.)