

James Bay Ry. has already four miles of its line built, giving Parry Sound a connection with the Canada Atlantic Ry., and has surveyed a considerable portion of the remainder of the line. The line proposes to pass through the Muskoka and Parry Sound districts, touching various Georgian bay ports, and west of Lake Nipissing to Sudbury, thence northerly. The country through which the line will pass, Mr. Moore says, would be a traffic producing one from its first operation. The board of control passed a resolution favoring the construction of the line, and appointing representatives to go before the Government. A few days later a deputation representing Toronto, Toronto Junction, and other municipalities waited on the Government and stated the case for the railway. The projected line will, it is claimed, shorten the journey to the west by many miles, and divert transcontinental traffic to Toronto; will connect with the Grand Trunk Pacific, tap the country extending as far north as James Bay and make it tributary to Toronto, and will open up extensive belts of agricultural and mineral lands. The Ontario Government has already recognized the necessity for the line by granting it subsidies in cash and land. Dominion assistance is asked for in order to push forward and complete a project which has hung fire for several years. The line will serve no less than twenty townships, containing good agricultural land, between Parry Sound and Sudbury, and will also serve to develop fertile areas north of the latter town. Some of the townships north of Sudbury are already partially settled, including those of Blezard, Hammer, Lumsden and Capreol. North of these again are the townships of Wismer and Hutton, containing extensive nickel and iron deposits. At Sudbury the line will get in touch with the industries at Sault Ste. Marie and the Algoma Central system. In the northern district lumbering is extensively carried on, and fine crops of oats and all kinds of vegetables are grown. Wheat has not been raised to any extent, but for the reason chiefly that there is as yet no market for it. The Government promised to give full consideration to the matter. (July, pg. 236.)

Lake Erie and Detroit River Ry.—Representatives of the Pere Marquette Rd., owning the L.E. and D.R. Ry., are reported to be negotiating for the purchase of property between Sandwich and Walkerville, Ont., with the object of constructing a terminal railway to connect the various railways reaching the waterfront at and near Windsor.

The question of the amount to be paid by the L.E. and D.R. Ry. to Chatham on account of the closing of the shops of the old Erie and Huron Ry. when it was taken over by the former company, has been again before the city council, when it was agreed to take steps to ask the Railway Committee of the Privy Council to settle the amount. The company offered \$2,500 in settlement of the claim.

The St. Thomas, Ont., city council is negotiating with the company with a view of having the car shops now at Walkerville located at that place. F. H. Walker recently said there was no doubt that eventually the car shops would be removed from Walkerville to some more central point. (Sept., pg. 307.)

Levis County Ry. (Electric).—The construction of the line from Levis to St. Romuald, Que., is expected to be completed this season, track having been laid to the bridge at Etchemin early in Sept. (April, pg. 119.)

Lindsay, Bobcaygeon and Pontypool Ry.—Work is progressing rapidly on the construction of this line from Burketon on the C.P.R. via Lindsay to Bobcaygeon, Ont., and it is hoped to have the grading completed by Dec. There are nine camps of men at different points between Lindsay and Bobcaygeon. (Aug., pg. 269.)

Londonderry Iron and Mining Co.—The new owners of the plant of the old Londonderry Iron Co. have practically rebuilt the various branch railway lines at the works, and have provided new rolling stock. At the last session of the Nova Scotia Legislature the company was authorized to construct the following lines of railway: from the works at Londonderry to a point on the Bay of Fundy between Great Village and Parrsboro; from a point on the I.C.R. near Brookfield to the company's quarry; from the I.C.R. at Londonderry to the company's works; and from the company's works or any of the lines already mentioned to any quarry or mine in the county of Colchester which the company may hereafter acquire.

Manitoulin and North Shore Ry.—In connection with the closing down of all operations at the mines of the Consolidated Lake Superior Co. in the Sudbury district, traffic has been suspended on the section of the M. and N.S. Ry. already completed. No work in the way of any extension of the line has been in progress recently. (Sept., pg. 307.)

Massey Copper Mines.—The report of the Ontario department of mines for 1903 stated that one mile of line from Massey station on the C.P.R. Sault Ste. Marie branch towards the copper mine 3 miles out, had been graded, and that the ties were on the spot, and rails for two miles of track had been secured. It has since been reported that the line has been completed. (July, pg. 237.)

Metropolitan Ry. (Electric).—Surveys are in progress for the extension of this line from Newmarket to Jackson's Point, on Lake Simcoe, Ont., and for branch lines to Roche's Point and other places on the lake. Nothing has been decided as to when construction will be gone on with. (Nov., 1902, pg. 383.)

Michigan Central Rd.—The Kettle creek bridge, on the Canada Southern division at St. Thomas, Ont., is being strengthened and enlarged to such an extent that it may be said that the bridge has been reconstructed.

The St. Thomas city council has appointed a committee to interview the company's officials in regard to the widening of the subway at First avenue. (Sept., pg. 307.)

Midland Ry.—At the last session of the Nova Scotia Legislature an act was passed authorising the company to construct a line of railway from a point on the I.C.R. near Truro, thence northerly along a route to be approved by the Lieut.-Governor-in-Council, to Northumberland strait. The surveys for this line have been completed, the work hitherto having been done under the old North Colchester Ry. charter. (See North Colchester Ry., Aug., pg. 269.)

Minudie Coal and Ry. Co.—J. H. Seaman, A. Vernon, M. M. Sterne, J. McKeen, J. W. Seaman and R. Mitchell were incorporated under this title at the last session of the Nova Scotia Legislature to construct a railway in connection with their collieries, from near River Herbert Corner to Minudie, in Cumberland county, with power to cross the Joggins line of railway. The company is authorized to issue \$100,000 of common stock and \$50,000 of bonds. It is provided that the land required for right of way, stations, etc., shall be a county charge, and that the line shall be commenced within two years.

Moncton and Buctouche Ry.—The new bridge constructed across the little Buctouche river, at McKie's Mill, N.B., consists of one 72-ft. span and two 63-ft. spans. It is built of pitch pine throughout, and designed to carry the heaviest load. The company contemplates erecting a new and heavier bridge across the Cocagne river during 1904. (Sept., pg. 307.)

Montreal and Southern Counties Ry. (Electric).—It is reported that arrangements

have been completed by A. J. de B. Corribeau, President and General Manager, with a syndicate of Chicago capitalists for the construction of this line, and that work will be commenced at an early date. (Aug., pg. 269.)

Montreal Northern Ry.—Lawton Wark, of New York, President of the M.N. Ry., and connected with the pulp and paper mills at Ste. Agathe, Que., states that the company proposes to construct its line as fast as possible right to Hudson's Bay. The distance by this railway from Montreal will be about 400 miles, and preliminary surveys have been made over it. The country is thickly timbered, and when cleared will be admirably adapted for agricultural purposes. (June, pg. 217.)

Montreal Street Ry. (Electric).—A letter was read at a recent meeting of the road and finance committee of the city council from F. L. Wanklyn, General Manager M.S. Ry., asking for a new franchise, and offers to remove snow, etc., if the city will give a franchise for 30 years, and permission to arrange under reasonable restrictions with other companies about matters affecting the use of the streets on which they run. At the end of thirty years, in the event of expropriation by the city, it is to be agreed that the city will not only acquire the tracks within the city, but the whole of the undertakings owned and managed by the company. The company further agrees to sell workmen's tickets at the rate of ten for a quarter at certain hours of the morning and evening, and the new obligations are to be in lieu of all taxes, except such as all joint stock companies are required to pay. The matter is under consideration.

At the meeting recently held for the purpose of authorizing the increase of the capital stock, the General Manager explained that among the purposes to which it was to be applied was the construction of additional lines. The company intended to build a line on Atwater avenue, from St. Antoine st. up past St. Catherine st., to form a loop line; then there was a line to be built on Laurier avenue, in the north-east section of the city. Besides, they expected to come to an arrangement with Westmount shortly to build a line along the high level, to connect with the Guy st. line to Monklands. (May, pg. 150.)

Montreal Terminal Ry. (Electric).—J. P. Mullarkey, Managing Director, has applied to the Montreal city council for permission to operate in other parts of the city than it does at present. The council thought that the application should state the streets upon which it was desired to lay tracks, and Mr. Mullarkey promised to send in an amended application, when a special meeting will be called to consider the same. (May, pg. 150.)

New Brunswick Coal and Ry. Co.—The line of the old Central Ry. of New Brunswick has been acquired by and, under the powers conferred by an act passed at the last session of the New Brunswick Legislature, amalgamated with the N. B. C. and Ry. Co. The construction of the line, which extends from Norton, on the I.C.R., to Chipman, 45 miles, was started in 1887 by the Central Ry. Co., the contract being let to Kellam & Wheaton. The company put up the bonds and the contracting interest in the stock for a loan which, with the subsidy, was supposed to be sufficient to complete the road. Dr. L. G. de Bertram, of New York, was the agent of the company, which was made up largely of Philadelphia people. In 1889 the company took the road off the hands of the contractors and completed it. In 1890 the road was operated by the bondholders, who continued to operate it until 1903. In 1901 an option on the line was given by the bondholders to E. G. Evans, representing the N.B. C. and Ry. Co., and under it about \$80,000 has been expended on its improvement. All the trestle bridges have been rebuilt with southern pine lumber.