

Cross Creek to Stanley, N.B.—A Stanley despatch says that about one-third of the grading on this line of 6 miles is completed. (Nov. '99, pg. 333.)

Magnetawan River.—At a meeting held recently at Burk's Falls, Ont., it was decided to organize the Magnetawan River Ry. Co., with a capital of \$30,000, to construct a spur line connecting the G.T.R. near Burk's Falls with the head of navigation on the Magnetawan River. The proposed spur, which will start from the G.T.R. about $\frac{1}{2}$ of a mile north of Burk's Falls station, & run to the dock at the Magnetawan River, will be between $1\frac{1}{2}$ & 2 miles long. Construction will be expensive, as there will be considerable rock work & 2 steel bridges, one of 100 ft. over the Magnetawan River, & one of 40 ft. over a branch of that stream. Superintendent Tiffin & Division Freight Agent White, of the G.T.R., attended the meeting, the latter stating that the G.T.R. would operate the spur on the following terms: A charge of \$2.50 per loaded car to be made by the G.T.R. Co., empty cars free, \$1.50 to be allowed the Magnetawan River Ry. Co. to enable it to pay its interest on the stock, combined with the maintenance of the railway. The other \$1 to be paid to the G.T.R. for its switching service, the G.T.R. to have the free use of the spur for its entire service, including both passenger, freight & construction trains, such free freight trains not to include cars transported over the tramway containing freight for furtherance up or down the river. The following officers were elected: President, J. Sharpe, Burk's Falls; Vice-President, H. Knight, Burk's Falls; other directors, R. J. Watson, J. D. Reid, E. H. Smith, Burk's Falls; G. McKnight, Dr. Freeborn, E. A. Morris, E. W. Jenkins, W. McLaughlin, Magnetawan; C. G. Marlatt, Toronto; A. P. Cockburn, Gravenhurst; G.

Alexander, Royston; J. Turner, S. G. Ritter, Ahmic Harbor. In 1894 the Ontario Legislature voted a cash subsidy to the Northern & Pacific Jct. Ry. Co. for the construction of this spur. This subsidy, it is understood, will be available for the M.R.R. Co., but is not considered enough, & a deputation waited on the Ontario Government on Nov. 16, asking for an increase to \$10,000. A deputation of the directors, accompanied by General Assistant Wainwright of the C.P.R., also waited recently on the Acting Minister of Railways at Ottawa, applying for a Dominion subsidy of \$15,000. The portage between Burk's Falls & the head of navigation on the Magnetawan River has proved a serious obstacle to the progress of the country tributary to the river. By the construction of the proposed spur, through connection will be established with the steamers of the Muskoka Navigation Co., which run down the river for some 40 miles to Ahmic Harbor, & an impetus will be given to 10 tributary townships which are already being settled by colonists. The district is a fair farming one, but its principal resources are spruce, hemlock, and tan bark. Several woodenware factories were established, but have found the want of through communication very disadvantageous. As soon as the subsidy questions have been settled, a survey will be made, & it is hoped to have the line completed in time for next summer's traffic.

Manitoulin & North Shore.—The first 12 miles of this line, from Sudbury to the Gertrude mine, is well under way. Location parties are working from the Gertrude mine towards Little Current, Manitoulin Island, & from Little Current north, & further contracts are expected to be let soon. (Aug., pg. 240.)

Ontario, Hudson's Bay & Western Ry.—The Ontario charter for this line, which has been purchased in the interest of the Algoma

Central Ry., was originally granted in 1890, to J. Cozens, R. D. Perry, J. G. Stradley, T. W. Burdick, J. H. Steere, J. A. McDonald, W. McK. Bell, W. McK. Simpson, & John McKay, under the name of the Sault Ste. Marie & Hudson's Bay Ry. Co., with power to construct & operate a standard gauge railway from or near Sault Ste. Marie to the main line of the C.P.R. between Missanabie & Ridout stations, thence to Moose Factory or some other point on James Bay. The capital stock was fixed at \$3,000,000, & the Co. was empowered to issue bonds not exceeding \$25,000 a mile. In 1893 the Legislature extended the time for the commencement of construction for 3 years, from April 7, 1893, & for the completion of the line for 10 years from April 7, 1893. In 1896 a second extension of 3 years in each case was granted. The Company was given power to use electricity or water as motive power instead of steam, if desired, & was also authorized to locate the point of crossing the C.P.R. main line by its line between Grasset & Ridout stations. In 1899 the Legislature again extended the time for the commencement & completion of the railway for further periods of 3 years respectively. It also empowered the Co. to construct & operate a waggon road, with a stage & mail route, from the point of crossing of its line on the main line of the C.P.R. to the navigable waters of Moose river north of the long portage, thence to tide water at or near the mouth of Moose river, & to charge tolls therefor. The name of the company was changed to The Ontario, Hudson's Bay & Western Railways Co., & the company was given power to amalgamate or make traffic arrangements with the Hudson's Bay & Yukon Railways & Navigation Co. At the same session the Legislature voted the Co. a subsidy of \$2,000 a mile & 5,000 acres of land per mile for 240 miles from Missanabie sta-

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