

**Erie, London and Tillsonburg Ry.**—J. H. Teall, President, is quoted as stating that work on this projected railway will be started at an early date, so that application can be made to the Department of Railways for a contract under the act to aid the building of certain railways, the right to which will expire in August. The route proposed to be followed is from Port Burwell to London, via Corinth, Kingsmill and Belmont. It is expected to have the line built to Aylmer by Aug. 1.

We are officially advised that engineers are making surveys from Port Burwell, passing through Calton, Aylmer, Kingsmill and Belmont, and terminating in London, Ont.

**Esquimalt and Nanaimo Ry.**—A contract has been let to M. E. Hord, Victoria, B.C., for the construction of a 10 mile section from Courteney, south to Union Bay in the Comox district. Camps are being located on this mileage and every preparation made for pushing the work to a speedy completion. Tenders are reported to be under consideration for the construction of a 10 mile section northerly from McBride Jct., northerly towards Union Bay. This will leave a gap of about 25 miles, the right of way on which is being cleared, for which tenders will shortly be invited. A further section of the line north of Courteney to Campbell River will have to be built, to connect with the section northwest of Oyster River to near Hardy Bay, the route map for which was recently approved. (May, pg. 238.)

**Fredericton and Grand Lake Coal and Ry. Co.**—We are officially advised that a contract has been let to A. E. Trites, Moncton, N.B., for the construction of the line from Gibson to a connection with the New Brunswick Coal and Ry. Co.'s line at Minto, N.B., 31 miles. The company will supply the ties and bridges, the rails and fastenings, the contractor doing all other work. The track will be laid with 73 lb. steel relaying rails supplied by the C.P.R.

The contract for the steel bridges has been let to the Dominion Bridge Co. as follows:—Nashwaak River, four 80 ft. half deck girder spans; Noonan Creek, one 40 ft. half deck girder span; Burpee Mill stream, one 80 ft. half deck girder span; Little River, two 80 ft. half deck girder spans.

Press reports state that subcontracts have been let for construction as follows:—G. McPhail, Woodstock, N.B., three miles; J. C. Kitchen, Fredericton, N.B., five miles; D. C. Burpee and Son, Gibson, N.B., concrete and mason work.

The plans and book of reference showing the lands to be taken for the construction of this railway from Gibson on the Intercolonial Ry., and a connection with the New Brunswick Coal and Ry. Co.'s line west of Minto, have been deposited with the Commissioner of Public Works at Fredericton, and with the clerks of the peace for the counties of York and Sunbury.

The New Brunswick Legislature amended the charter of the company in certain particulars, details of which have already been given. Sir Thos. Tait is President and H. W. D. Armstrong Chief Engineer. (Mar., pg. 238.)

**Gatineau and Ungava Ry.**—The Dominion Parliament has changed the name of the company to the Ottawa and Ungava Ry., and extended the time within which the lines authorized to be built by chap. 102, statutes of 1910, may be built. (Dec., 1911, pg. 1137.)

**Glengarry and Stormont Ry.**—The Ontario Legislature has incorporated a company with this title, C. L. Hervey, A. A. Mellor, Montreal, and T. Burgess, Ottawa, as provisional directors, to build a railway from the C.P.R., on the eastern boundary of the province in Lancaster tp., to the St. Lawrence River, in

Charlottenburg tp., and thence to Cornwall, and branch lines. (Mar., pg. 120.)

**Grand Lake and Bell River Ry.**—A subsidy has been voted by the Dominion Parliament in aid of the building of a railway from Bell River on the National Transcontinental Ry., along the Bell River to Twenty-one Mile Bay on Grand Lake, or to Rabbit Lake on the Ottawa River, not to exceed 45 miles.

The Quebec Legislature has voted 2,000 acres of land a mile in aid of the projected line, from the National Transcontinental Ry. to Twenty-one Mile Bay.

**Great Northern Mining and Ry. Co.**—A subsidy has been voted by the Dominion Parliament in aid of building a line from Little River, through Belle Marche, to Eastern Harbor, Cape Breton Island, N.S. (July, 1911, pg. 645.)

**The Guelph Patent Cask Co.** has been authorized by the Quebec Legislature to build and operate a railway and branches.

**Halifax and Eastern Ry.**—The Provincial Engineer of Nova Scotia in his annual report for the year ended Sept., 1911, states that early in the year the plans for a large portion of the proposed line from near Halifax to Guysboro, and Country Harbor, etc., were submitted to the company and preparations were made for early construction. The company entered into negotiations with the Dominion Government, with the result that the work was taken over by the Federal authorities, thus relieving the province of all responsibility in connection with this important work. (Jan., pg. 21.)

**Howe Sound and Northern Ry.**—Tenders are being asked for construction from the end of the present line to mileage 12, from mileage 12 to 24.1, and for a branch line from mileage 2.3 on the present line, for 2.7 miles along the Squamish River Valley. Cleveland and Cameron, Vancouver, B.C., are engineers.

The existing line starts from near Newport, on Howe Sound, B.C., and extends to the Cheakamus River, about 11 miles. The extension of the main line will carry it to near the Green Lake summit, and the work will be fairly heavy. The spur line will give access to the water front on the east side of Howe Sound. The line is used for the purpose of providing shipping facilities for logs, and has power to carry on a general business, for which special rolling stock has been added. (June, 1911, pg. 505. See also Pacific Great Eastern Ry.)

**Hudson Bay and Pacific Ry.**—An application has been made in the courts in London, Eng., for the compulsory winding up of the company. The matter was allowed to stand over, as counsel for the company stated that arrangements were being made for raising money for construction and other purposes, when the petitioners would be paid off. (May, pg. 238.)

**Intercolonial Ry.**—We are officially advised that Cavicchi and Pagano have sublet the work on the line from Dartmouth to Deans Settlement as follows:—Mile 1 to 12, D. Washburn, Woodside, Dartmouth, N.S.; mile 12 to 27, G. S. Whitehead Construction Co., Lawrence-town, Halifax County, N.S.; mile 34 to 36, W. Waddell, Musquodoboit Harbor, N.S.; mile 36 to 45, Garrett and Campbell, Musquodoboit Harbor, N.S.; mile 45 to 55, McDonald and MacIntosh, Little River, N.S.; mile 55 to 62, Chisholm and McGillivray, Middle Musquodoboit, N.S.; mile 62 to 68, Bellman, Gillis and Co., Deans Settlement, N.S.

Tenders are under consideration for the building of a brick and stone passenger station at Chatham, N.B., and for a standard wooden passenger station and dwelling at Nelson, N.B.

We are officially advised that the route for the proposed cut-off from the new shops at Moncton, N.B., to Sunnybrae, has not yet been finally located, nor the plans decided upon. (May, pg. 238.)

**Iron Range Ry.**—The Ontario Legislature has extended the time within which the company may build the line authorized by chap. 127, statutes 1907. (Feb., pg. 68.)

**Kettle Valley Lines.**—The route plan from Penticton to Osprey Lake summit has been approved by the Minister of Railways, while the application for the approval of the route plan from Vernon to Kelowna, B.C., was held over to enable the company and the Canadian Northern Pacific Ry. to come to terms. The Board of Railway Commissioners has approved location plans between mileage 53.92 and 65, west of Midway.

Press reports state that contracts have been let C. H. Williams and Co., six miles; Milligan, Dussault and Co., nine miles, and Porter and Connelly, ten miles, west of Carmi, B.C. This mileage, it is said, will take the line to within 15 miles of the summit. Another report states that G. A. Carlson and Co., Spokane, Wash., have been given a contract for building of 35 miles from above Trout Creek, to Osprey Lake, the work to be completed during 1913. (May, pg. 239.)

**Kingston and Pembroke Ry.**—It is proposed to expend about \$200,000 upon betterments this year, the principal expenditure being for the relaying of the line from Renfrew, Ont., for 80 miles towards Kingston with new steel rails, 65 lbs., C.P.R. standard section. A considerable quantity of ballast will be added, and a turntable is to be put in at Kingston. (Oct., 1911, pg. 937.)

**Kootenay and Alberta Ry.**—We are officially advised that the company does not contemplate any further construction this year, beyond the completion of the line started in 1910. This line starts from the C.P.R. Crow's Nest Pass line about a mile west of Pinetree station, and extends southwesterly for about 13 miles to Beaver Creek, the site of the Western Coal and Coke Co.'s mines. Owing to the wet season of 1910, the construction was not completed as was expected. (May, pg. 239.)

**Lac Seul, Rat Portage and Keewatin Ry.**—The Ontario Legislature has extended the time within which the company may build the lines authorized by chap. 102, statutes 1903. (Mar., pg. 121.)

**L'Avenir and Melbourne Ry.**—A subsidy has been voted by the Dominion Parliament for building a line from Melbourne to Drummondville, Que., 28 miles, in lieu of the subsidy voted in 1910. (April, 1911, pg. 321.)

**Lindsay and Minden Ry.**—The Ontario Legislature has incorporated a company with this title to build a railway from Lindsay to Mountain Lake, in Minden tp., with branch lines, and to develop and distribute electric power. The provisional directors are:—J. H. Delamere, M. Brown, J. J. Mortimer, Minden, Ont.; J. W. Wood, Lindsay, Ont.; S. F. Stinson, J. M. Delamere, Toronto. (April, pg. 182.)

**Little Nation River Ry.**—A land grant of 3,000 acres a mile has been voted by the Quebec Legislature for the projected railway from between Thurso and Montebello to Lake Minningue, about 30 miles. (Feb., 1911, pg. 155.)

**Liverpool to Caledonia, N.S.**—The Dominion Parliament has voted a subsidy for the building of a line, not exceeding 30 miles, from Liverpool, via Milton, to Caledonia, N.S. This is a re-vote of a subsidy first granted in 1907. It is available for any company building such a line.

**London and Port Stanley Ry.**—A representative of a British firm has laid a