

main line to Batchawana bay, Lake Superior.

Track has been laid on the 4½ miles of line constructed from the Canada Atlantic Ry., about 3 or 4 miles east of Rose Point, into Parry Sound. (Jan., pg. 3.)

The Kent Northern Ry. Co. gives notice that application will be made at the ensuing session of the New Brunswick Legislature for an Act authorising the extension of the Co.'s line from Kent Jct. through the counties of Kent and Queens to Chipman, where a junction will be made with the Central Ry. of N.B. The K.N. Ry. has in operation 27 miles of line between Kent Junction on the I.C.R. and Richibucto.

Kettle River Valley Lines.—We were officially informed on Jan. 9, that about nine miles were being operated, and that it was expected to have the whole line from Grand Forks, B.C., to Republic, Wash., 42 miles, in operation by Feb. 15. How far this hope will be interfered with by what took place two miles south of Curlew, Wash., Jan. 10, it is impossible to say. At this point the line is carried across the Kettle river by a high bridge, approached by long trestles, the approach on the east side crossing the grade of the line being built by the Great Northern Ry., U.S., as part of a line connecting that system with Vancouver and Victoria, via the Similkameen country, the charter for which in B.C. is known as the Victoria, Vancouver and Eastern Ry. When the gap over the G.N.R. right of way was being filled in that Co.'s representatives put in an appearance and endeavored to pull the trestle work down. They did not succeed in this, but on withdrawing invoked the aid of the law and an interim injunction was obtained, and the disputed crossing was placed in charge of the sheriff of the county and an armed force to prevent any collision between the men of the two companies. The case was put down

for hearing at the court at Republic for Jan. 22.

It is reported that an arrangement has been completed with the C.P.R. for the erection of a union station and freight yards on the Ruckle addition, Grand Forks, B.C. The area available for sidings in the yard will enable the Co. to lay 4 miles of tracks. (Jan., pg. 3.)

The Kingston and Pembroke Ry. will, it is reported, remove its car shops from Kingston to Renfrew, where an enlarged plant will be installed. The object is stated to be to save the hauling of C.P.R. cars from Renfrew to Kingston for repair. Since the foregoing was put in type an officer informs us that there is no truth in the report.

The Klondike Mines Ry. proposes to construct a line between Klondike City, adjoining Dawson, Yukon, to Stewart river, a distance of about 80 miles. The country through which the projected line will pass is the best populated district of the Yukon. E. C. Hawkins, of Seattle, Wash., ex-General Manager of the White Pass & Yukon Ry. is promoting the enterprise, which, it is said, will be financed by Dawson capitalists. Mr. Hawkins visited Ottawa recently to negotiate with the holders of the charter. (Jan., pg. 3.)

E. C. Hawkins, Seattle, Wash.; W. White, K.C., Dawson, Yukon Territory; J. Payne, R. Credicott and W. J. Gilchrist, bookkeepers, Toronto, have been incorporated under the Ontario Companies' Act as the Hawkins Construction Co. (Ltd.) with a capital of \$20,000 "to construct public and private works and for the said purpose to enter into contracts and agreements with corporations, firms and private individuals." This Co. is apparently formed for the purpose of constructing the proposed new line.

London Ry. Co.—F. G. Rumball, T. H.

Purdum, K.C., T. C. Knott, A. E. Welch, O'B. O'Donnell, of London; R. McEwen, Byron; and J. Boles, Ingersoll; are applying to the Ontario Legislature at the current session for an act incorporating a Co. under this title to construct an electric railway from London to Ingersoll, and radial extensions from any points on the line. Power is also sought to enable the Co. to carry freight on its line, and to operate telegraph and telephone lines. The proposed capital of the Co. is \$500,000, and power is asked to issue bonds to the extent of \$25,000 a mile. The line may be built in sections of not less than 10 miles each, but it is proposed that the whole shall be completed in five years.

The London Street Ry. Co. is making application at the current session of the Ontario Legislature for an act confirming and legalizing a by-law of the London township council, and the agreement therein referred to as having been executed between the Co. and the Council, for the extension of the L. S. Ry. along the Proof-line road. (Oct., 1901, pg. 308.)

Manitoba Central Ry. Co.—See Northern Pacific Rd., pg. 59.

The Manitoba, Midland and Western Ry. Co. is asking the Manitoba Legislature for an act extending the time within which it may commence the lines authorized by its act of incorporation, and also for power to construct the following additional lines: from Carman via Carberry and Neepawa to the westerly or northwesterly boundary of the province, with branches from near Carberry to Oak Lake, Virden, and the boundary, with two branches therefrom, one to Brandon and the other to Minto, and thence to the International boundary; from Carberry via Rapid City to Birtle; from the main line in township 4 or 8 via Manitou to the International boundary; from the main line west of range 10 to Greenaway or Baldur, thence to the International boundary; and from near Carman to Winnipeg, thence to Tyndale or Beausejour.

Manitoulin and North Shore Ry.—We were officially informed, Jan. 17, that a contract had not been let for the construction of the section of the line between Spanish river and Whitefish bay.

The preliminary survey for the section of the line between Owen Sound and the other connections with the G.T.R. at Wiarton and Meaford, and Tobermory, at the end of the Bruce peninsula, have been completed. Mr. McCormick, the engineer in charge of the survey, has stated that the country presents no serious engineering features; that a large agricultural area will be opened up in Eastnor township; that there are large tracts of timber in St. Edwards and Lindsay townships; and that the harbor at Tobermory can be approached by a grade of less than 1%. (Jan., pg. 3.)

Medicine Hat Ry. and Coal Co.—J. W. Bain, solicitor, Toronto, gives notice that application will be made at the next session of the Dominion Parliament for an act extending the time limited for the commencement and completion of the lines authorized.

Medicine Hat-Saskatchewan River Ry.—F. H. Phippen, solicitor, Winnipeg, gives notice that application will be made at the ensuing session of the Dominion Parliament for an act to incorporate a company to construct a railway from Medicine Hat, Alta., on the C.P.R. main line, north-westerly to range 16, west of the 4th meridian, thence northerly in the vicinity of ranges 16 and 17, west of the 4th meridian, to near Victoria on the North Saskatchewan, with power to construct branches.

The Middleton & Victoria Beach Ry. now under construction between these two points in Nova Scotia, about 48 miles, will connect

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