

LAKE HURON
AND
NORTHERN
ONTARIO

July. (May, pg. 220.)

Lake Huron and Northern Ry.—We are officially advised that the line built by the old Bruce Mines and Algoma Ry., 17 miles, is somewhat out of repair, but it is expected to put it in proper condition this summer, and to make a start on the projected extension northerly. The permanent board of directors of the reorganized company has not been elected, the acting officers of the company being:—President, G. P. McCallum; Vice President, H. Appleton. The offices are at Sault Ste. Marie, Ont.—(See Bruce Mines and Algoma Ry., May, pg. 219.)

July 1913 ..

p. 331

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Lake Huron and Northern Ontario.—The Minister of Lands stated in the Ontario Legislature, Mar. 4, that the Government had been informed that the company had started construction work, but had no official information as to the nature of the operations, or of the progress made. No lands had been sold to the company for settlement under the provisions of the act passed in 1913. (July, 1913, pg. 331.)

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reached. (Dec., 1910, pg. 331.)

Lake Huron and Northern Ontario Ry.—
The old Bruce Mines and Algoma Ry. built a line from Bruce Mines, Ont., for about 13 miles northerly to some copper mines, and grading was completed for some six miles beyond that point, before it fell into financial difficulties. The property of the old company was sold, and the purchasers obtained incorporation under the above title from the Ontario Legislature, with power to extend the line to the National Transcontinental Ry. Press reports state that work has been started cleaning up the six miles of grading done beyond track end. It is expected that plans for the extension of line northerly to the N. T. Ry. will shortly be submitted for approval by the Board of Railway Commissioners. (July, 1913, pg. 331.)

Moncton and Northumberland Strait Ry.
Recently advised that preliminary

~~October~~ 1914
January

1914 p 21

pg. 126.)

Lake Huron and Northern Ontario.—The Minister of Lands stated in the Ontario Legislature, Mar. 4, that the Government had been informed that the company had started construction work, but had no official information as to the nature of the operations, or of the progress made. No lands had been sold to the company for settlement under the provisions of the act passed in 1913. (July, 1913, pg. 331.)

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April 1914
P 166

pg. 418.)

Lake Huron and Northern Ontario Ry.—
We are officially advised that a contract for the extension of the old 17 mile line from Bruce Mines, Ont., northerly, has been let to the Ontario Northern Construction Co. The contract covers the entire work to be done, and is on a percentage basis. No time is specified for starting work on a large scale, but it is hoped that it will be actually undertaken next spring. It is stated that preliminary work, however, will be gone on with, and that some of this is already in hand. We are officially advised that new ties have been put in, along the whole 17 miles of the original line, and that the entire distance has been reballasted. This work was necessary, as owing to the long time the line was not being operated while it was in the hands of the receiver of the Bruce Mines and Algoma Ry. it got into a badly run down condition. G. P. McCallum is President, and H. Appleton, Vice President and General Manager, Bruce Mines, Ont. (July, 1913, pg. 337.)

October 1914

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Lake Huron and Northern Ontario Ry.—
The Minister of Lands, replying to a question in the Ontario Legislature, Mar. 3. said the company began construction on the extension of its line Nov. 1, 1913, and reported having expended \$22,256.20 during 1914, in securing right of way, clearing right of way and upon grading, and that within the same period \$56,000 had been expended upon the reconstruction of the original line from Bruce Mines to Rock Lake. The company cannot obtain any land from the Government under the terms of its agreement until 10 miles of the line have been completed. (Oct., 1914, pg. 468.)

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Lake Huron and Northern Ontario Ry.—

At the annual meeting of shareholders called to be held at Sault Ste. Marie, Ont., July 30, in addition to the business of electing directors and passing accounts, the shareholders were to be asked to approve of all the acts done, and agreements entered into by the directors since the last annual meeting.

A press report states that a contract has been let by the National Engineering Co., Cleveland, Ohio, for the building of the line from Sault Ste. Marie to a junction with the National Transcontinental Ry., between Cochrane and Hearst, Ont., about 300 miles. The company owns a line from Bruce Mines to Rock Lake, 17 miles, and the contract, it is said, calls for a line in extension of this along the Mississauga River, through the forest reserve, into the Sudbury district, crossing the C. P. R. and the Canadian Northern transcontinental lines, and terminating by a junction with the N. T. R. The line would run through a new country, and the construction will involve the building of 14 steel bridges, one of which, it is stated, would be 750 ft. long. It is said that the National Engineering Co. is endeavoring to finance the building of the line, and of course there will not be any construction work undertaken until this has been arranged. The President of the Lake Huron and Northern Ry. advises us that the report referred to is premature. (April, pg. 176.)

August 1915
P304

a total length of 285 ft. (Aug., pg. 504).

Lake Huron and Northern Ontario Ry.—
In Canadian Railway and Marine World for August, reference was made to a press report that this company had given a contract to the National Engineering Co. of Cleveland, Ohio, to build a line from Sault Ste. Marie to a junction with the National Transcontinental Ry., but that the same would not go into effect until finances had been arranged. It was also stated that we were advised that the report was premature. We are now officially advised that no such contract has been made, and as far as the management knows, none will be made.

Pacific Great Eastern Ry.—Press reports state that at July 30, track had been laid to a point 14 miles beyond Lillooet, from Squamish, B.C., and that the bridge work between that point and Clinton was being pushed forward rapidly. It is expected to have the track laid to Clinton early in the fall, and to Hundred Mile House by the end of the year. The grading on 438 miles between Squamish and Fort George is reported to be 98 per cent. completed. Nothing is being done at present on the line between North Vancouver and Squamish, 39.7 miles beyond the present track end, 12.7 miles from North Vancouver, on which a train service is being operated. A train service is also being operated from Squamish to Lillooet, 120 miles. (July, pg. 255).

Peace River Tramway and Navigation Co.
—We are officially advised that it has been

September
1915

341