
Irondale, Bancroft and Ottawa Ry.

The I. B. and O. Ry., which starts from the G.T.R. Haliburton branch, at Kinmount Junction, and runs generally northerly and westerly for 50 miles to Bird's Creek, near Bancroft, has been acquired by Mackenzie, Mann & Co., in connection with the Canadian Northern Ontario Ry. The I.B. & O.R. Co. was incorporated in 1880 for the development of the northerly portions of Peterborough and Hastings counties. It was first operated to Irondale, nine miles from the junction with the G.T.R., in 1887, and by the construction of a few miles one year and a few miles again, Bird's Creek was reached in 1906. The gradients and curvature are considerable. The steepest gradient has a rise of 60 ft. to the mile, and the sharpest curve a radius of 1,000 ft. The track is laid with 56 lb. steel, and there are 2,640 ties to the mile. There are 2.50 miles of sidings. The company had power under its original charter to con-

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power under its original charter to con-
struct its line easterly across the G.T.R.
to the Georgian Bay, and under the last
amending act the Ontario Legislature
granted a subsidy for the construction of
the line easterly to Renfrew, a special
condition being attached to the effect
that the terminus of the line must be
at Renfrew.

The line has never been a profitable
one, although it has been of service in
opening up a section of central On-
tario and bringing it into connection
with the G.T.R. The I. B. and O. Ry.
bonds were held principally in New
York, although Z. A. Lash, General Coun-
sel for Mackenzie, Mann & Co., was
largely interested. The I.B. and O.R. has
outstanding \$53,500 of common stock
and \$450,000 of bonds. It received
\$144,000 as aid from the Dominion Gov-
ernment, and \$135,000 from the Ontario
Government, and there is still available
\$180,000 of subsidies granted by the On-
tario Legislature. The operation of the
line for the year ended June 30, 1908,
showed a loss of \$3,329.

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line for the year ended June 30, 1900, showed a loss of \$3,329.

The acquisition of this line gives Mackenzie, Mann & Co. a charter from the vicinity of Ottawa to the Georgian Bay in the vicinity of Tiffin, Midland and Victoria Harbor, at which points the G.T.R. and the C.P.R. are developing ports for handling the grain traffic. The C.N.O.R. has power to construct a line from Udney into Orillia. L. B. Howland was President and General Manager of the I.B. & O.R. succeeding to that office some years ago on the death of his father-in-law, C. J. Pusey, the original promoter of the line. The offices of the company were at Irondale, Ont.

It is said that the line will be reconstructed and extended westerly to Georgian Bay and easterly to Renfrew and Ottawa. In this connection application has been made to the Dominion Parliament for an act to incorporate a company with the title of the Ontario and

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