

CUMBERLAND
RAILWAY
AND
COAL COMPANY.

authorized

and extending to Big Opeongo Lake. (Jan., pg. 19).

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Cumberland Ry. and Coal Co.—The amendment to its charter which the company is asking at the current session of the Dominion Parliament, authorized it to acquire the undertaking and property of the Spring Hill and Parrsboro Coal and Ry. Co., and to extend that railway to West Bay and to Oxford station so as to connect with the railway under construction between Oxford and Pugwash. It also authorized the company to make running arrangements with the Great American and European Short Line Ry. over the section of its railway between Oxford and Pugwash. This is a re-enactment of the powers for the construction of railways given the company in 1883. The railway statistics for the year ended June 30, 1907, shows that the company has in operation 32 miles of line, and in the report of the year ended June 30, 1906, the table showing the location of railways gives the following particulars: Spring Hill Junction, Intercolonial Ry. to Spring Hill Coal mines, N.S., and Parrsboro on the Bay of Fundy, 32 miles; Spring Hill and Oxford branch, 14 miles, from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow branch, Intercolonial Ry., not in operation. This 14 miles of line covers part of the extension authorized by the act. The extension to West Bay has been under discussion at different times.

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The Great American and European Short Line Ry., which is mentioned, was incorporated by the Dominion Parliament in 1882 (chap. 73), and it was voted a subsidy of \$256,000 in the following year in respect of the construction of 80 miles of line between Canso and Louisburg. The name of the company was changed in 1884 to the Montreal and European Short Line Ry., and since then nothing has been heard of it. (Feb., 1907, pg. 87).

Detroit River Tunnel.—The work in progress at present is principally at the shore ends of the tunnel. The two sections of the tube sunk off the U.S. shore have been success-

February 1908