

RAILWAY DEVELOPMENT.**Projected Lines, Surveys, Construction, Betterments, Etc.**

Alaska.—Another company seeking to construct a railway in Alaska is the Alaskan Central Ry. Co., incorporated in Washington state. It proposes to build about 570 miles to connect Resurrection bay and Rampart city, on the Yukon river. C. M. Anderson, Seattle, Wash., is one of the promoters, and is reported to have been appointed Chief Engineer.

The Trans-Alaskan Ry. Co. is applying to the U.S. Congress for a land grant in aid of its proposed line from Cook Inlet to Bering strait, Alaska. (April, pg. 121.)

It is reported that work on a line projected from Valdez to Eagle City will be at once commenced. The distance is about 400 miles. (Feb., pg. 54.)

Alberta Ry. and Coal Co.—We are officially informed that work on the widening of the line between Lethbridge and the International boundary has been commenced, and that it is expected to have the line widened to standard gauge by Sept. 1. The track will be laid with 56 and 60 lb. rails. At the boundary the line joins the Great Falls and Canada Ry.,

recently sold to the Great Northern Ry., U.S.A. This line to Great Falls is also being widened to standard gauge. (Feb., pg. 54.)

Algoma Central and Hudson's Bay Ry.—The agreement between the Clergue companies and the town of Sault Ste. Marie, Ont., dated July 6, 1900, provides, so far as the A.C. and H.B. Ry. is concerned, that the line will be completed to a junction with the C.P.R., at or near Missanabie, within four years, and that for 25 years the Co. will maintain its terminals in Sault Ste. Marie, Ont. Certain lands in the town are granted for railway purposes, and the amount of taxes on the whole of the Co.'s properties is fixed.

The Co. has recently been given permission by the town council to lay a new track into the Bruce st. station, Sault Ste. Marie, across certain streets. A stone station is to be built at Bruce st. at a cost of \$40,000.

A spur about 3 miles in length has been completed from the main line to the Breitung Iron Co.'s mine.

The main line has now been completed to Pangissin, 70 miles from Sault Ste. Marie, and a daily train is being run. The work is being pushed on beyond this point, and it is reported that it is the intention of the Co. to complete the line so that trains can run

through from Sault Ste. Marie to Michipicoten harbour this year. This will carry the main line to Park Lake Jct., about 80 miles from Pangissin, to which point the construction of 5 miles of line from Josephine mine, will bring the Michipicoten branch. The principal feature in the construction of the main line will be the bridging of the Montreal river, 20 miles north of Pangissin. The bridge, which will be 1,500 ft. in length, will cross the river at an elevation of 130 ft., and will cost \$200,000. (April, pg. 121.)

By an act passed at the recent session of the Dominion Parliament, the A.C. and H.B. Ry. Co. is authorized to issue bonds to the extent of \$30,000 a mile, instead of \$20,000 allowed by former acts.

Atlantic and Lake Superior Ry.—The trustees of the bondholders asked at the recent session of the Dominion Parliament that all the powers of the original company in regard to the construction and operation of the line be conferred on them for a period not to continue beyond Dec. 31, 1907. The bill was presented in the Senate and passed there, but it was dropped in the House of Commons after having been read a second time. (April, pg. 121.)

The Battleford and Lake Lenore Ry. Co. was incorporated with the powers

Galena-Signal Oil Company,

Franklin, Pa., and Toronto, Ont.

Successor to Galena Oil Company and Signal Oil Company, sole Manufacturer of the celebrated Galena Coach, Engine and Car Oils, and Sibley's Perfection Valve and Signal Oils.

CHARLES MILLER,
PRESIDENT.