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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska.—A contract for the construction of the Valdez, Copper River and Yukon Ry. from Valdez to Eagle, Alaska, and thence to Dawson, about 500 miles, is reported to have been let to J. B. McDonald, of New York. It is said that the line is to be completed in three years, and the first section from Valdez to Copper Center next fall. (Nov., 1902, pg. 380.)

Alberta Central Ry.—Application will be made next session of the Dominion Parliament for an act extending the time for the commencement and completion of the line authorized in 1901, from tp. 38, range 23, west of the 4th meridian, westerly via Red Deer to tp. 37, range 7, west of the 5th meridian, and to authorize the construction of an extension from tp. 38, range 23, west of the 4th meridian easterly to tp. 39, range 11 west of the 4th meridian. Greene & Payne, Red Deer, Alta., are the solicitors. (May, 1901, pg. 153.)

Alberta Ry. and Coal Co.—We are informed that the widening of the gauge from the International boundary to Lethbridge, 66 miles, has been completed, and that standard trains have been in operation since Jan. 4. The line from the International boundary to Great Falls, Mont., is being operated by the Great Northern Ry., U.S.A., under the name of the Montana and Great Northern Ry., instead of the Great Falls and Canada Ry. as formerly. (Aug., 1902, pg. 262.)

Algoma Central and Hudson Bay Ry.—In connection with the recent financial difficulties of the Consolidated Lake Superior Co., there has been a good deal of criticism of F. H. Clergue and his projects. A special correspondent of the Toronto Globe, writing from Sault Ste. Marie, says: "There seems to be ground for some of the criticism in such a case, for instance, as the construction of the Algoma Central Ry. too rapidly on the heels of the locating engineers, resulting in a change of route and the waste of many thousands of dollars."

Some differences have arisen between the A. C. and H.B. Ry. and Foley Bros., Porter and Whalen, of St. Paul, Minn., who had a sub-contract for grading 100 miles of the line. T. Foley, one of the firm, applied to the Minister of Railways to prevent the payment to the Co. of \$341,000 of subsidies, until their claim of \$452,000 was paid. The Minister declined to interfere, the questions involved being entirely of a legal character. Mr. Foley says his firm has been unable to complete the bridge construction on the contract, owing to the failure of the Co. to lay the rails;

all the grading was done and the bridges would have been constructed if they had been able to get the timber out. F. H. Clergue states that the Co. has no contract relations with Foley & Co., who are sub-contractors to James Conmee & Co., who have the contract for the construction of the whole line. Every dollar of the estimates had been paid month by month to the contractors, the amount paid being over \$2,000,000. A percentage of the total was kept back until the completion of the contract. The profitable portions of the work had been completed, and



the sub-contractors, says Mr. Clergue, desire to be released from their obligation to do the unprofitable portions. Conmee & Co. wrote under date of Dec. 1, that Foley & Co. had been promptly paid all that was due them on their contract, and that on Dec. 1 there was nothing whatever due them under the terms of their contract which call for the retention of 15% until the whole work is finally completed. It is stated that Foley & Co. put up \$300,000 as a guarantee for the due performance of the work. This \$300,000 and the 15% retention money represents the sum which Foley & Co. desire to have paid them. (Jan., pg. 18.)

Atlantic and Lake Superior Ry.—Application will be made next session of the Dominion Parliament for an act fixing the time for the completion of the line, authorizing the construction of branches, and for authority to lease the line to or to amalgamate with other companies. The A. and L.S.R. Co. has 100 miles of line constructed from Metapedia to 2 miles beyond New Carlisle, Que., and has authority to construct a line along the shore to Gaspé, Que. The extension to the 100th mile was completed early in Dec. In the event of subsidies being voted, it is intended to extend the line to Port Daniel during the year. (Nov., 1902, pg. 380.)

Atlantic, Quebec and Western Ry.—Application will be made next session of the Dominion Parliament for an act incorporating the A.Q. and W.Ry. Co., now incorporated by the Quebec Legislature, as a Dominion company with additional powers; to extend the projected line from the proposed terminus at Causapsal, on the I.C.R., south-westerly to Edmundston, N.B., where the C.P.R. and the Temiscouata Ry. now effect a junction, and to construct a line from Gaspé Basin to join the Atlantic and Lake Superior Ry. at Paspébiac, Que., along the shore line. (Jan., pg. 18.)

The Bangor and Aroostook Ry. has in contemplation the extension of its recently completed line from Ashland to Fort Kent, Me., along the St. John River to St. Francis, Me. St. Francis, on the New Brunswick side of the river, is the terminus of a branch of the Temiscouata Ry. (Jan., pg. 19.)

Brockville and Western Ry.—Application will be made next session of the Dominion Parliament for an act to incorporate a company with this title to acquire and complete the Brockville Westport and Sault Ste. Marie Ry., and to construct a railway bridge across the St. Lawrence, opposite Brockville in connection with the railway. E. N. Armstrong, Montreal, is attorney for applicants. (Nov., 1902, pg. 380.)

Canada Atlantic Ry.—Application will be made next session of the Dominion Parliament for an act authorizing the construction of a line from west of Whitney to Sault Ste. Marie, Ont., to acquire hotels and pleasure resorts, etc., and extending the time for the completion of lines already authorized, but uncompleted.

An arrangement is about to be concluded with the C.P.R. in respect of the use of the Central station at Ottawa by that Co., and the consideration of the question by the Railway Committee of the Privy Council has been postponed. (Jan., pg. 19.)

We were informed Jan. 17 that the proposal to construct a spur line 4 miles in length from Caldwell to the Radnor iron mines is not yet