

# THE Railway and Marine World

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## RAILWAY DEVELOPMENT.

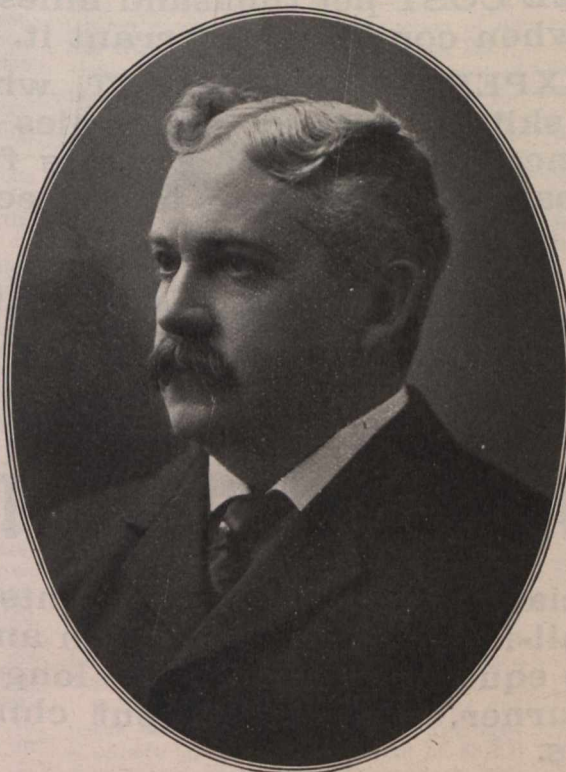
### Projected Lines, Surveys, Construction, Betterments, Etc.

**Alaska Central Ry.**—A report from J. B. Cameron, Engineer of Construction, upon the line has been issued by the Receivers. Mr. Cameron says: "The road is completed and in operation from Seward, Alaska, its terminus on the Pacific Ocean, to mile 53. The line is well constructed, with 14-ft. roadbed, well drained, 2,800 ties to the mile, and with 60-lb. rail on the first 18 miles and 65-lb. on the remainder. The first 53 miles of road crosses two mountain ranges, and in consequence the heaviest construction of the whole line has been encountered on the road now constructed. The road is constructed with a maximum of 1% compensated grade, except over the two mountain ranges, which have a maximum of 2.2% compensated, which is light for mountain grade. The construction from mile 48 to mile 54 was especially heavy. To maintain here the 2.2% grade, loops were necessary, and exceptionally heavy rock work, bridging and tunnelling was encountered. Seven tunnels have been driven, varying from 200 to 900 ft. in length. From mile 53 to mile 67 the grade and pile bridges are completed and ready for tracklaying, and nearly all the material is on hand to complete this section. From mile 67 to mile 75 the grading is about 75% completed. From mile 75 to mile 105 the right-of-way is cleared and some of the grading has been finished—mostly beyond mile 90. The main line has been definitely located and surveyed to mile 225, and the Matanuska coal branch starting from Knik, at mile 149 on the main line, a distance of 38 miles. Preliminary surveys have been made to the Tanana River, about mile 420. At Seward a substantial wharf has been constructed, with approaches, at a cost of over \$75,000; also a large general office building, costing about \$60,000. The company has also three large, well-constructed warehouses. The company owns valuable terminals at Seward, and, by special action of Congress, has been granted 320 acres on the north end of Resurrection Bay, east of Seward, and two strips of land along the shore immediately adjoining Seward on the east. All of the south frontage between tidewater has been deeded in fee simple to the railway. This gives us practically a mile of water frontage." This is a railway company in which Toronto men are largely interested, the late Sovereign Bank holding its bonds as security for advances in aid of construction. (Aug., pg. 547.)

**Alberta and British Columbia Ry.**—During the course of the discussion on the Railway Subsidy Act in the House of Commons, it was stated that in the event of the

Southern Central Pacific Ry. failing to make progress with the line from Cowley, Alta., to the International boundary, it would be available for this company. (Aug., pg. 547.) See also Southern Central Pacific Ry.

**Algoma Central and Hudson's Bay Ry.**—The Dominion Parliament last session provided for the payment of a grant in aid of the construction of an extension of the



W. H. GRANT,

Manager of Construction, Mackenzie, Mann & Co.'s Eastern Lines.

company's railway, from its projected point of junction with the C.P.R. transcontinental line northward towards the National Transcontinental Ry., for a distance not exceeding 50 miles.

The question of the completion of the A.C. and H.B. Ry. from its present terminal to a junction with its Michipicoten line, and thence to a junction with the C.P.R. transcontinental line, is before the directors of the Lake Superior Corporation, which controls the railway, and the industries generally spoken of as the Soo companies. (Aug., pg. 547, and June, pg. 401.) See also Manitoulin and North Shore Ry.

**Atlantic, Quebec and Western Ry.**—The Railway Subsidies Act passed at the recent session of the Dominion Parliament provides for the payment by the Government of the sum of \$250,000 towards the con-

struction and completion of 26 bridges on the line of railway between Paspébiac and Gaspé, the subsidy to be payable upon completion of the line. It was stated in the course of the discussion that four of the bridges, viz., those over the St. John River, the Grand River, the Pabos River and the Little River, were large structures, and that the Quebec Government had decided to grant subsidies towards their construction, provided they were made suitable for ordinary highway traffic, as well as for the railway. The cost of these four bridges alone would absorb to about \$250,000 of subsidy, if the usual principle of asking for 15% of the cost had been followed, the Postmaster-General stated, the difficulties in the way of construction were very great, and the conditions necessitated exceptional treatment.

It is also provided that a subsidy at the usual rate and subject to the usual conditions be paid to the company towards the construction of a line from near Causapsca, Que., on the Intercolonial Ry., to Edmundston, N.B., not exceeding 160 miles, in lieu of the subsidy voted in 1906. (June, pg. 401.)

**Bracebridge and Trading Lake Ry.**—At the last session of the Dominion Parliament the subsidy granted in 1904 towards the construction of a line of railway from Bracebridge to Baysville, Ont., not exceeding 15 miles, was revoked, but the mileage was increased from 15 to 16. A meeting was held at Baysville, Ont., Aug. 13, when a resolution was passed in favor of the construction of the line. There has been a lot of preliminary work done in connection with the promotion of the railway, but very little in the way of actual construction. (May, pg. 329.)

**Bruce Mines and Algoma Ry.**—The question of the reconstruction and extension of the B.M. and A. Ry. is under consideration at Bruce Mines, Ont. The line at present extends from the lake front at Bruce Mines to Rock Lake, a total distance of about 20 miles. Since 1903, when the Rock Lake copper mine shut down, only occasional trains hauling logs and freight for the farmers in the back settlements have been run over it. The line has been in the hands of a Receiver since 1905. The company has a charter authorizing it to construct an extension to a point on the National Transcontinental Ry. (Eastern Division G.T. Pacific Ry.). Surveys have recently been made of the country through which such a line would pass, and the reports are that a line could be easily constructed, and would develop a considerable traffic. The suggestion made is that the Ontario Government should take over the present line, and extend it northerly. (Mar., pg. 179.)

**Burk's Falls and French River Ry.**—A subsidy upon the usual terms and conditions was voted last session of the Dominion Parliament towards the construction of a line of railway from Burk's Falls, Ont.,