

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Canada Atlantic Ry.—The work of strengthening the bridges on the line between Parry Sound, Ont., and Swanton, Vt., has been commenced by the G.T.R., although the line has not been formally transferred to it. (Aug., pg. 349.)

Central Ontario Ry.—The Ontario courts have authorized the C.O. Ry. to expend \$25,000 upon further construction from near Bancroft, to effect a junction with the Canada Atlantic Ry. at Whitney, Ont. A contract has been let for the grading of seven miles of track north of Bancroft, and for the construction of a single span steel girder bridge, 100 ft. long, over the York River. (June, pg. 241.)

Detroit River Tunnel.—Work has been in progress since Sept. 1, on test borings for the shaft on the United States side of the river, and it is expected that the real work of sinking the shaft will be commenced Oct. 1. (Sept., pg. 405.)

Great Northern Ry. of Canada.—The company's terminal tracks in Quebec have been overhauled and put in shape for the resumption of traffic to the elevator, in connection with the Quebec Transportation Co.'s steamers from Quebec to Great Britain. (Aug., pg. 351.)

Great Northern Ry. (U.S.)—A line has been practically completed from Starkweather, N.D., to the International boundary near Turtle Mountain, and press reports state that the line will be continued to Brandon, Man., under a Canadian charter. A charter was obtained from the Manitoba Legislature in 1903 by C. S. Mellen, H. P. Upham, C. E. Hamilton, J. S. Ewart and Jas. Fisher, under the title of the Midland Ry. Co. of Manitoba, to construct a network of lines in the province including one from Brandon southerly to the International boundary. (July, pg. 281.)

Guelph and Goderich Ry.—The Board of Railway Commissioners has given the G. and G. Ry. the right to use certain lands and premises of the G.T.R. in Guelph, Ont., and the G.T.R. is given permission to use certain portions of the C.P.R. tracks there. Track-laying on the line is being pushed from the Guelph end, and bridge construction at various points is well forward. Tenders for the construction of the stations on the line have been received. The plans for the entrance of the line into Goderich, as originally located, did not prove satisfactory, and others have been filed showing a number of deviations. (Sept., pg. 405.)

Halifax and South Western Ry.—The grading between Sable River and Shelburne, N.S., has been completed, and work between Sable River and Liverpool is well advanced. R. McColl, Provincial Engineer, recently inspected the line, accompanied by T. H. White, Chief Engineer, and approved of the location of stations. The ballasting of the Middleton and Victoria Beach section has been completed.

Mackenzie, Mann & Co. have ordered from F. H. Hopkins & Co., Montreal, 8,000 tons of English steel rails for this line, delivery to be made this fall.

An order has been placed with the Acton Burrows Co., Toronto, for enamelled iron station name signs for all the stations on the line. (Sept., pg. 407.)

Intercolonial Ry.—A new bridge over the Sackville River, at Bedford, N.S., is under construction in connection with the second track work now in progress. The substructure will consist of two piers 50 ft. high, and 48 by 16 ft. at the top. The foundations

will be of solid concrete, 14 ft. under the river bed. Wing walls are to be built in connection with the abutments of the present bridge. The bridge will consist of three spans having a total length of 320 ft. Ronan & Co., Halifax, N.S., are contractors for the substructure, and the superstructure will be built by the Dominion Bridge Co., Montreal.

Tenders will be received to Oct. 4, for the construction of a bulkhead sea wall of concrete at Halifax, N.S.

James Bay Ry.—According to a decision of the Ontario Government the route on the east side of Lake Couchiching has been approved. The Premier recently stated that the original plan was to construct the line on this side of the lake, and it would appear that the proposal to change the route so as to touch Orillia was sanctioned by the late Government a few days before the elections. It was now suggested that the Government grant a bonus to construct the line round the west side of the lake as a loop line, but the Government, in view of its present policy in regard to railways, felt itself unable to extend the guarantee. (Sept., pg. 407.)

The following are the sub-contractors on the grade between Toronto and Mount Albert under the general contractors, the Northern Construction Co.:—H. Allan, Don, mileage 4 to 5; Chapman, Kettle and Sarvis, Thornhill, mileage 12 to 16; D. McKellar, Richmond Hill, mileage 16 to 18; S. H. O'Connor, Elgin Mills, mileage 18 to 20; O. D. Brooks & Co., Gormley, mileage 21 to 24; McLean & McDonald, Vondorf, mileage 24 to 32; McDonald Bros., Mount Albert, mileage 32 to 38. The sub-contractors between Mount Albert and Washago are: A. F. Mackenzie, Beaverton; Trumble & Tisdale, Beaverton; McLean & Webster, Brechin; P. J. McDonald, Beaverton; McPhee Bros., Washago. The contractors for the cement work are Doyle, McLean & Webster, Don.

Kettle Valley Lines.—Work is in progress on the extension of the line from Grand Forks, up the north fork of the Kettle River to Franklin camp. From this point it is intended ultimately to extend the line through Fire Valley into the Nicola district. H. W. Warrington, Superintendent and Chief Engineer, is in charge of the construction and survey work. (June, pg. 243.)

Klondike Mines Ry.—The Minister of the Interior was in Dawson, Yukon, during Sept. with a view of straightening out affairs in connection with the right of way. Construction was being held up by a number of injunctions secured by those whose property the right of way traversed. Material for the construction of the bridge across the Klondike River has been delivered. The bridge will consist of four spans, and trestle approaches. (Sept., pg. 407.)

Maritime Coal and Ry. Co.—This company was incorporated by the Nova Scotia Legislature in 1904, to construct a line of railway to connect its collieries at Chignecto with the I.C.R. at Maccan station, N.S. The line has been constructed, the gradient being an easy one all the way from the collieries to Maccan. The collieries are only being developed, but during the first year of the company's operations showed a profit of \$34,703.07. The company has authority to issue \$250,000 of bonds, of which \$100,000 has been issued, and \$50,000 were recently offered for subscription. The company has a capital of \$2,000,000, all of which has been issued. Following are the officers for the current year: President, Hon. W. Mitchell, Drummondville, Que.; Vice-President, N. Curry, Amherst, N.S.; Managing Director, D. Mitchell, Chignecto, N.S.; other directors: W. Farwell, Sherbrooke, Que.; L. E. Kimton, Montreal. On Sept. 12 it was reported that the output of the collieries was 200 tons a day.

Michigan Central Rd.—Plans for the construction of a subway under the M.C.R. (Canada Southern Ry.) tracks at Ross St., St. Thomas, Ont., have been approved by the City Council. The plans provide for a 36 ft. roadway, with a 6 ft. sidewalk on each side and steps leading down from Centre St. to the west walk. The sidewalks are to be 5 ft. higher than the roadway and protected by railings. The total cost of the work, including sewer connections and damages, is estimated at \$65,000, of which the city will contribute \$18,000. The work will be gone on with in the spring, and will be done under the supervision of the City Engineer. (Feb., pg. 49.)

New Brunswick Coal and Ry. Co.—The contract for the improvements on this line was signed Aug. 24, and work was started Aug. 26. G. Brown, C.E., is in charge of the work for the contractors, Brown Bros. (Sept., pg. 407.)

New Brunswick Southern Ry.—The new steel bridge over the Lepreaux River has been completed, and the first regular train crossed over it Sept. 9. Work on the other new bridges being constructed is in progress. (Aug., pg. 351.)

Nicola, Kamloops and Similkameen Coal and Ry. Co.—Some difficulty was experienced for some time in getting all the men required by the sub-contractors, but a recent report states that this has now been overcome, and that full gangs are at work between Spence's Bridge and Nicola Lake, B.C., 45 miles. It is expected that the grading will be completed before the snow flies. (Aug., pg. 351.)

Nova Scotia Eastern Ry.—A press report dated Sept. 7 stated that the issue of \$4,500,000 of 5% mortgage bonds in London, Eng., at 92½ had been a complete failure, not more than \$5,000 having been subscribed. J. W. Grier, Vice-President, Montreal, stated the following day that the Canadian Board thought the amount subscribed by the public was sufficiently large to proceed to allotment, but the Administrative Committee in England thought it should be increased first. He also said that negotiations were in progress with a group of capitalists who offered to take up £200,000 of bonds. A meeting of directors was held in Toronto Sept. 14, when the bond issue was discussed. (Sept., pg. 407.)

Pere Marquette Rd.—The company has recently purchased a considerable area of land in Southwold township, for an extension of its St. Thomas yards. The president has entered upon negotiations with the city of London respecting the improvements necessary on the London and Port Stanley Ry., which the P.M. Rd. operates on lease. The bridges require strengthening in order to carry the heavier traffic offering; snow fences are needed to prevent blockades in winter, and a good many other improvements are necessary. (Jan., pg. 13.)

Prince Edward Island Ry.—It is not expected that during the current year there will be anything done in the way of reduction of gradients or laying new rails, except the tracklaying on the extensions between Mount Albion and Vernon River Bridge, on the Murray Harbor Branch under construction, and the Cardigan and Montague branch also under construction. Tracklaying is in progress on this latter branch, and the work is expected to be completed by Oct. 31. The water tanks, of which there will be eight in all, are under construction, and will be completed this fall. These tanks are being erected at Alberton, West Devon, Summerside, Hunter River, Mount Stewart, Georgetown, Dundee and Harmony. They will have a capacity of 25,000 gals. each, and will be worked by steam pumps. The extension to the wharf at Georgetown is under construction, and is expected to be com-