

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Bruce Mines and Algoma Ry.—Application will be made at the current session of the Dominion Parliament for authority to construct a railway from Bruce Mines to a point on James Bay, with power to construct branches 18 miles in length east and west from Rock Lake. The Co. has constructed under an Ontario Act a railway from Lake Huron via Bruce Mines village to Rock Lake, 17 miles. (Jan., pg. 19.)

Colonial Portland Cement Co.—Application will be made at the current session of the Ontario Legislature for an act to enable the Colonial Portland Cement Co. to construct a tramway from its factory in Keppel township, Grey county, along and over highways to its marl pit.

Detroit River Bridge.—The capital of the Pere Marquette International Bridge Co. is \$500,000. F. W. Stevens, General Counsel of the Pere Marquette Rd., is reported to have said in an interview that the company has been planning for a long time to connect with a bridge its tracks on the U.S. side with those on the Canadian side, and this is a step in that direction. It is hoped to put the bridge down opposite Grosse Isle, near where the Michigan Central Rd. has bridged the U.S. channel. W. Livingstone, President of the Lake Carriers' Association, is quoted by the Marine Review as having stated that such a bridge would be a benefit to Detroit; about 125 to 135 ft. would be a sufficient height for a bridge; the location of a bridge is one that the railways must thresh out among themselves. The Review adds: "Undoubtedly the lack of adequate railway facilities at Detroit is a serious handicap both to the railways and to the city. This is shown by the falling off in the number of passengers and the volume of freight handled during the winter time. Both producer and consumer are equally interested in this question. When it is remembered that about 14 miles of railway trains are ferried across the river every day in the year the total loss of time becomes staggering. In winter, when ice fills the ferry slips, a general embargo in traffic occurs. The blockade of last January was felt from Chicago to Niagara Falls, and it was weeks before the railways had the congested freight moving again. There is not likely to be serious opposition to the bridge project by the vessel interests so long as the paramount right of navigation is safeguarded. Of course navigation has the right of way, but if both can be handled without one inconveniencing the other, there is no reason why the bridge should not be built. Mr. Livingstone is right in saying that the main cause of delay of late rests with the railways." (Mar., pg. 95.)

Grand Trunk Pacific Ry.—It is proposed in addition to the powers asked for, and referred to in the notices already published, to apply at the current session of the Dominion Parliament for authority to construct a railway from Gravenhurst or North Bay, Ont., to Quebec. (Mar., pg. 89.)

A press report states that the following will be the provisional directors of the Co.: Hon. G. A. Cox, E. R. Wood, Lieut.-Col. H. M. Pellatt, of Toronto; Hon. W. Gibson, Beamsville, Ont.; J. R. Booth, Ottawa; C. M. Hays, F. M. Morse, W. Wainwright, of the G.T.R., Montreal. It is stated that these names appear on the petition for the act of incorporation, and that other names may be used in addition to, or substitution for those mentioned. The Assistant to the 2nd Vice-President and General Manager of the G.T.R. is reported to have said, March 17, that the officials were not in a position to give out the

names of the proposed directors; the name of Hon. Mr. Rainville had inadvertently come out at Quebec, and he would probably be on the board.

Hamilton to Collingwood.—Application will be made at the current session of the Dominion Parliament for an Act incorporating a company to construct a railway to be operated by steam, electricity or other motive power from Hamilton to Collingwood, Ont. Clarke, Cowan, Bartlet and Bartlet, Windsor, Ont., are the solicitors.

Huntsville and Lake of Bays Ry.—It has been decided by the Huntsville, Lake of Bays and Lake Simcoe Navigation Co., which owns the charter, to proceed with the construction of the one mile of line at the portage of the Lake of Bays at once. It is expected that it will be in operation by July 1. (Jan., pg. 23.)

Imperial Coal Co.—C. G. Polleys, C. W. Robinson, R. F. Kinnear, of Moncton, N.B.; I. Purdy, H. VonHagen, of New York city, are seeking incorporation under the New Brunswick Companies' Act to operate coal mines, and to construct a railway in connection therewith. (Feb., pg. 39.)

Interprovincial and James Bay Ry.—Application will be made at the current session of the Dominion Parliament for an extension of the time limited for the commencement and completion of the authorized line from Lumsden's Mills on the Kippawa branch of the C.P.R., to Des Quinze river.

Kootenay Central Ry.—We were officially informed March 17 that T. T. McVittie, C.E., and J. T. Laidlaw, M.E., were running preliminary lines north and south from Fort Steele, B.C. The route as mapped out is from Elko, at the junction of the Great Northern Ry., U.S., and the C.P.R., or from Jaffray on the C.P.R., northerly to Golden on the C.P.R. transcontinental line. The route traverses through the valleys of the Kootenay and Columbia rivers, and will open up considerable farming lands, tapping the mineral sections tributary to these rivers. It is expected that construction will be commenced in July and Aug. (Mar., pg. 95.)

Leeds and Eastern Townships Ry.—Application will be made at the current session of the Quebec Legislature for the renewal of the charter of this company, and enabling it to use electricity as a motive power.

The Levis County Ry. (Electric) will apply at the current session of the Quebec Legislature for authority to extend its lines on the north shore of the St. Lawrence. (Feb., pg. 42.)

The Lindsay, Bobcaygeon and Pontypool Ry. will apply to the Dominion Parliament at the current session for an act extending the time for the commencement and completion of its authorized railway in Ontario. (Nov., 1902, pg. 383.)

London Belt Line.—The erection of new factories in the southern section of London, Ont., and the consequent desire of the railway companies to construct lines along Trafalgar st., to connect their lines with the new works, has revived the talk about the belt line. The city council is being urged to refuse to grant privileges for lines over its streets unless the railway companies arrange for interswitching of freight, or arrange for the construction of a belt line connecting all lines. (Nov., 1902, pg. 383.)

Lotbiniere and Megantic Ry.—The directors have decided to extend the line from Lyster to Thetford and Black Lake, Que., about 40 miles, but surveys have not been made. (Feb., pg. 43.)

Magdalen Islands Co.—W. F. V. Atkinson, G. E. A. Jones, C. W. A. Walcott, of Quebec; K. W. Racey, of Johnsonville, Que.; and W. G. Tait, of Pictou, N.S., are applying for incorporation under the Quebec Co.'s act, with

the above title, for the purpose, among other things, of constructing tramways and railways. The Magdalen islands are situated in the Gulf of St. Lawrence and have been acquired by the syndicate mentioned to develop the iron ore mines there.

Manitoba Central Ry.—J. H. Urie, W. J. C. Tomlin, W. G. Montgomery, of Deloraine; and A. S. Barton, Boissevain, are applying at the current session of the Manitoba Legislature for the incorporation of a company with this title to construct a railway from the International boundary in range 25 west via Deloraine, Elgin, Brandon and Neepawa, to the northern boundary of the province. (Mar., pg. 95.)

The Manitoba Cement Co. is applying at the current session of the Manitoba Legislature for power to construct its railway to a point in range 6 so as to enable it to reach the marl deposits acquired by it. (Feb., pg. 43.)

Manitoulin and North Shore Ry.—Application will be made at the current session of the Dominion Parliament for an extension of time for the commencement and completion of the lines authorized, and for power to construct certain branch lines.

Application will be made at the current session of the Ontario Legislature for power to construct a line from Midland to Penetanguishene, thence to Perkinsfield on the G.T.R.

The surveying staffs are reported to have been paid off and no additional field work has been arranged. It is said the line will be completed during the year to the north shore of Lake Huron, thus completing a line from Sudbury to navigable water. This will enable the Co. to ship the ores from the mines in the vicinity of Sudbury to Sault Ste. Marie, entirely over its own lines and by its own steamers. The question of extending the line across Manitoulin island is one for future consideration. (Feb., pg. 43.)

Megantic Iron, Steam and Electric Ry. Co.—Application will be made at the current session of the Quebec Legislature by the Sherbrooke Iron and Manufacturing Co. for authority to change its name to the above, and with power to construct an electric railway from Lyster station, crossing the G.T.R. via Lysander Falls, Leeds, Kinnear's Mills, Thetford, with a branch to the iron mines in Leeds tp., and other branches.

The Michigan Central Rd. during 1902 laid 18.17 miles of second track between Bismarck and Ridgetown, Ont. (Feb., pg. 43.)

The Midland Ry. Co. of Manitoba was incorporated at the current session of the Manitoba Legislature, the act being passed through its last stages Mar. 12. The Provincial Minister of Public Works stated that the men behind the company were both responsible and competent; they did not ask for any subsidies, but simply for a charter, and so long as the government was assured of their responsibility and good faith, no benefit could be gained by putting obstacles in their way. This is the company promoted by C. S. Mellen, President of the Northern Pacific Ry., and his associates. (Mar., pg. 97.)

The Montreal Bridge Co. will apply at the current session of the Dominion Parliament for an extension of time to commence and complete its bridge, and also authorizing a change in its location. The secretary is L. A. Globensky. (June, 1902, pg. 194.)

Montreal and James Bay Ry.—Application is being made at the current session of the Quebec Legislature for the incorporation of a company to construct a railway from Montreal to Rupert's Bay, with a branch from Lake Obiska or Lake Shabogama to Lake Abitibi.

Montreal-Longueuil Bridge.—Application will be made at the current session of the Dominion Parliament for the incorporation of a