

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry.—In a recent interview at Toronto, F. H. Clergue is reported as having stated that the line would be completed to a junction with the main line of the C.P.R., and that the operations would be commenced at an early date and conducted with energy, and that assurances to that effect had been given to the Ontario Government. Enquiry of members of the Government fails to confirm this. We are advised the matter is under the consideration of the directors, and will be dealt with definitely in the near future. (Mar., pg. 89.)

Algoma Copper Range Ry.—R. D. Perry, Toronto; F. M. Perry, Jno. McKay, Sault Ste. Marie, Ont.; G. Kemp, F. Perry, Sault Ste. Marie, Mich., are the applicants at the current session of the Dominion Parliament for an act incorporating a company with this title, with a capital of \$500,000, and power to issue securities not exceeding \$25,000 a mile of railway constructed. The railway proposed will extend from Batchawana Bay, on Lake Superior, easterly to the Superior Copper Mines, thence easterly for about 120 miles to the C.P.R. transcontinental line between Cartier and Biscotasing, Ont. (Mar., pg. 89.)

Athabasca and Northern Ry.—F. H. Markey, H. E. Smith, Montreal; J. K. Mackenzie, Selkirk, Man.; M. Burton, Barrie, Ont., and O. E. Fleming, Windsor, Ont., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title, to construct a railway from Edmonton, northerly to Athabasca Landing, Alta. (Feb., pg. 45.)

Bessemer and Barry's Bay Ry.—A meeting of shareholders was held at Bessemer, Ont., Mar. 31, to authorize the issue of bonds to the extent of \$100,000 for the purpose of constructing the proposed railway, or such part thereof as may be agreed on, and to authorize the placing of a mortgage upon the company's property to secure the same. (Jan., pg. 9.)

Bruce Mines and Algoma Ry.—The Ontario Legislature will be asked at its current session to pass an act authorizing the construction of a line from the C.P.R. between Chapleau and Biscotasing stations on the C.P.R. transcontinental line, northerly to Hannah Bay, on Hudson's Bay. Power is also asked to operate steam and other vessels on waters opened up by the company's lines. The company has its line in operation from the shore of Lake Huron to Rock Lake, and is authorized to extend it from Rock Lake to the C.P.R. transcontinental line, near Biscotasing. (Aug., 1904, pg. 275.)

Canada Central Ry.—The Ontario Legislature will be asked at its current session for an act extending the time for the commencement and completion of this projected line, from the boundary of Quebec to the boundary of Manitoba. There is a Dominion charter covering the whole line from Quebec to the Pacific coast.

Canadian Yukon Western Ry.—Application will be made by L. A. Herdt, C. Archer and R. Auzias-Turenne, of Dawson, Yukon, at the current session of the Dominion Parliament, for an act extending the time within which the projected line may be begun and completed, and rearranging its bonding powers, etc. The company was incorporated in 1903, with power to construct a railway from Dawson to the International boundary through the Forty Mile district.

Cape Breton Coal, Iron and Ry. Co.—The report that Sir C. Rivers Wilson, President G.T.R., had acquired a controlling interest in this company is, we are officially informed,

untrue. J. F. Case, of Pittsburg, Pa., is in charge of the construction of the line. (Jan., pg. 11.)

Central Canada and Hudson Bay Ry.—Application will be made at the current session of the Ontario Legislature for an act incorporating a company with this title to construct a railway from Heron Bay, on Lake Superior, northerly and easterly to the Albany River, thence to Fort Albany on James Bay. Jas. B. O'Brian, Toronto, is solicitor for the applicants.

Central Vermont Ry.—An arrangement has been reached by which the C. V. Ry. will rebuild, as a standard gauge line, the narrow gauge line between Brattleboro and South Londonderry, Vt., 35 miles.

Detroit River Bridge.—Detroit papers state that it is definitely announced that the Michigan Central Rd. will construct a double tunnel under the Detroit River between Detroit, Mich., and Windsor, Ont., and that all the plans for the same are completed. A later report states that if the Michigan Central Rd. constructs such a tunnel, it is likely that the G.T.R., the C.P.R., the Wabash Rd. and the Pere Marquette Rd. will combine to construct a joint tunnel or bridge. (Mar., pg. 93.)

Edmonton, Yukon and Pacific Ry.—The Dominion Parliament is being asked at its current session for an extension of five years within which the company's authorized lines may be constructed. (Feb., pg. 49.)

Esquimalt and Nanaimo Ry.—The sale of the E. and N. Ry. to the C.P.R. has revived the prospects of the construction of additional lines on Vancouver Island. General Superintendent Marpole, of the C.P.R., stated recently at Vancouver, that as soon as the line was transferred the C.P.R. would make a general survey of the Island, with a view of finding out its resources and the possibility of opening it up more extensively by railways.

French River Ry.—Application will be made at the current session of the Ontario Legislature for an act incorporating a company with this title, with power to construct a railway, to be operated by steam, electricity or other motive power, or partly by steam and other motive power, from French River Harbor, on Georgian Bay, easterly to Cross Narrows, on the Pickering River, then southeasterly to Kidds Landing, Magnetawan and Burk's Falls, Ont. Power is also asked to construct branch lines and to carry on a general navigation business. Lindsey, Lawrence & Wadsworth, Toronto, are solicitors for the applicants.

Haliburton, Whitney and Mattawa Ry.—Application will be made at the current session of the Ontario Legislature for an act extending the time for the commencement and completion of this projected line from Haliburton to Mattawa, Ont.

Halifax and Southwestern Ry.—A return presented Feb. 24 to the Nova Scotia Legislature showed that the plans for the line between Bristol and Sable River had been deposited Aug. 3, 1904, but had not been approved. There was a dispute between the company and the Government as to the proper place to construct the railway, in the interests of the road and the people of the country. A number of conferences had taken place between the company, its managers and engineers and the Government, and the Government had heard numerous delegations from the people of the locality. The plans for the line between Sable River and Barrington Passage were approved Sept. 13. (Mar., pg. 93.)

Hamilton to Galt.—Application will be made at the current session of the Ontario Legislature for an act incorporating a company to construct a railway from Hamilton to Galt, Ont., passing through Ancaster,

(33) The St. Mary's River Ry. is operated by the Alberta Ry. and Coal Co.

(34) The Toronto, Hamilton and Buffalo Ry. has 4.69 miles of double track.

(35) No returns for the year ended June 30, 1904, have been received from the following lines: Hampton and St. Martin's Ry.; Lenora, Mount Sicker Ry.; New Brunswick Coal and Ry. Co. The figures given are for the year ended June 30, 1903.

*The totals given are not strictly accurate, as they include returns for a number of lines for the year ended June 30, 1903, the figures for the year ended June 30, 1904, not having been received in time to be included.

The Dominion Wire Rope Co., Ltd., held its 19th annual meeting in Montreal recently, when the following were elected for the current year:—President, F. W. Fairman; Vice-President and Managing Director, F. H. Hopkins; Secretary-Treasurer, J. J. Rose. This business was established in 1882, as the Dominion Wire Rope Works, by the late firm of Cooper, Fairman & Co., in the old Grey Nunnery on Normand St., Montreal, and was taken over by the present company on its incorporation in 1886. The works are now at Lachine, where a modern plant turns out practically all varieties of steel and iron wire ropes.

Engineers' Club of Toronto.—A suggestion that the Club should amalgamate or affiliate with the Canadian Society of Civil Engineers was discussed at a recent meeting, when it was decided to take a general vote of the members on the question. The result of the vote was opposed to the suggestion. At other recent meetings a paper on "The Present Condition of the Metrics" was read by Arthur Harvey; R. P. Wolsey gave a talk on Jamaica, and the possibilities of New Ontario in the Abitibi Valley was discussed under the leadership of T. P. Speight. Business luncheons for the members are held at the Club rooms every Wednesday.

The Canadian Westinghouse Co. has issued booklets on its self-contained direct current multi-polar generators, and the Westinghouse type N. transformers.

We are advised that the G.T.R. has placed an order with the Dominion Iron and Steel Co., Sydney, N.S., for 25,000 tons of steel rails to be delivered during 1905.

The Continental Heat and Light Co., Montreal, has created a special department for its heating and ventilating business, in charge of F. W. Richardson, formerly of New York.

In the article headed Railways and Special Freight Rates, appearing on pg. 97 of our March issue, the word "exhaustive" in the fifth line from the bottom of the column should read "exhausted."

Following are the officers and directors of the Montreal Warehousing Co. for the current year: President, C. M. Hays; Vice-President, W. M. Ramsay; other directors: J. W. Loud, F. W. Morse and W. Wainwright. Manager and Secretary, G. H. Hanna.

The Canadian Westinghouse Co., Hamilton, Ont., has issued circulars respecting its Bi-Polar Motors, type K; Motors; Westinghouse Oil Circuit Breakers; and Points for consideration when purchasing Series A.C. Arc Lamps.

Babcock & Wilcox, Ltd., Montreal, have received a contract from the city of Winnipeg, for the installation of two of their 250 h.p. forged steel, patent water-tube boilers, fitted with B. & W. patent steam superheaters and chain grate automatic stokers. This is an addition to the power plant of the same water-works system, in which five of the same type of boiler were installed some five years ago.