

Railway Development.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta and Great Waterways Ry.—J. D. McArthur, the general contractor for this line, is reported to have stated in Edmonton, Alberta, June 11, that grading had been sufficiently advanced to permit of tracklaying being gone on with. (June, pg. 266.)

Alberta Pacific Ry.—See Western Dominion Ry.

Algonquin Ry.—The Dominion Parliament has incorporated a company with this title to build a railway from the C.P.R. west of Blairmore, Alberta, northerly and westerly through townships 8 and 9, range 4, west of the 5th meridian, to the centre of sec. 20 in tp. 19, about 15 miles. The company's offices are in Vancouver, B.C. and its provisional directors are:—G. H. Salmon, C. A. Hancock, R. P. Stockton, R. Smith, J. A. Harvey.

The Atlin Ry. Co. has been incorporated by the Dominion Parliament to build a railway from the southern end of Atlin Lake, B.C., in a generally southerly direction to the Taku River, where it crosses the International Boundary between British Columbia and Alaska. United States press reports state that preliminary surveys are being made by a party in charge of F. J. Wetrick, who, it is stated, has just completed a preliminary survey for a railway from Taku Inlet, Alaska, along the Taku River Valley to the Alaska-B.C. boundary. Plans of this survey, which has been made under the charter of the Taku Ry. and Navigation Co., have been filed at Juneau, Alaska. (April, pg. 165.)

Burrard Inlet Tunnel and Bridge Co.—We are officially advised that the company has not yet decided upon a design for the projected bridge across the Second Narrows of Burrard Inlet. The position in regard to this matter now is, that the cost of the construction of the bridge on the plans prepared by Sir J. W. Barry, London, Eng., and approved by the Dominion Government, was in excess of the money at the command of the company, and the Barry engineering contract has been cancelled by mutual agreement. Certain alternative and cheaper plans were submitted by bridge builders, and these are under consideration. Local labor and other interests are urging that the steel for the superstructure be fabricated in local shops, and the directors are investigating to see how far this could be done. (June, pg. 266.)

Calgary and Fernie Ry.—We are officially advised that the officers for the current year are:—President, J. S. Hough, K.C., Winnipeg; Vice President and General Manager, F. Crandell, Calgary; Secretary Treasurer, W. J. Ball; Chief Engineer, H. B. Ferguson, and that it is the intention to begin construction during this year of the whole line from Fernie, B.C., to Calgary, Alta., 150 miles. The whole route plans have not yet been finally approved by the Minister of Railways, nor the location plans by the Board of Railway Commissioners.

The Minister of Railways has approved of the route map from Fernie to 18 miles from Calgary. The route for this 18 miles paralleled that laid out by the Western Dominion Ry., and the Minister has approved that running rights be given over it to the C. and F. Ry. If the W.D. Ry. does not begin its own line within three months, and complete it within a reasonable time, the C. and F. Ry. may build on its own survey into Calgary.

The Grain Belt Construction and Development Co., Calgary, Alta., of which F. Cran-

dell is Manager, is interested in the construction of the C. and F. Ry., the High River and Hudson Bay Ry., and the High River, Saskatchewan and Hudson Bay Ry. This company has a capital of \$165,000, and is being financed largely in England. (June, pg. 266.)

Edmonton, Dunvegan and British Columbia Ry.—The Board of Railway Commissioners has approved of location plans for the line through townships 77 and 78, ranges 19 to 23, and through townships 74-77, ranges 18 and 19, west of the 5th meridian, Alberta. (May, pg. 213.)

Esquimalt and Nanaimo Ry.—It was expected to have track laid to Courtenay, B.C., on the extension from McBride Jct., by June 30. The last report of the progress of the work prior to that date was that the superstructure on the Trent River bridge was being put in place by the Dominion Bridge Co. The ballasting gang is working close behind the tracklayers, and as the buildings in Courtenay are completed it is expected to have a train service in operation early in July. (June, pg. 266.)

Glengarry and Stormont Railway.—So far it has been impossible to obtain any official information about this company's proceedings. Its office is at 43 St. Francois Xavier Street, Montreal, in the offices of G. W. Farrell & Co., stockbrokers, etc., who were also interested in the financing of the Lake Erie and Northern Ry. It is believed that they are acting in connection with the C.P.R., and that that company will take over and operate the line when completed. A contract for the construction of the line is said to have been given to the Glengarry Construction Co., 400 St. James St., Montreal, and subcontracts are also reported to have been let, and it is said that construction is in active progress. As previously stated the line is to run from St. Polycarpe, on the C.P.R. Montreal-Toronto line, to Cornwall, Ont. (May, pg. 213.)

Ha Ha Bay Ry.—We have been officially advised that during 1913 about four miles of the branch to Laterriere, Que., and the mile of the branch to the wharf at Bagotville, Que., were completed. Some work was done in 1912, but the lines were finally completed in 1913. (June, pg. 266.)

High River and Hudson Bay Ry.—We are officially advised that the officers for the current year are:—President, R. J. Wallace, Vice President and General Manager, F. Crandell; Secretary-Treasurer, H. N. Shapard; Chief Engineer, H. B. Ferguson. The second and last of these hold similar offices in the Calgary and Fernie Ry. Route plans for this railway are before the Minister of Railways for approval, and location plans for about 100 miles of line east and west of High River, Alta., are completed. (Mar., pg. 121.)

High River, Saskatchewan and Hudson Bay Ry.—We are officially advised that route plans have been prepared for this projected railway, and will be submitted for the approval of the Minister of Railways at once. (Mar., pg. 121.)

Intercolonial Coal Mining Co.—The Nova Scotia Legislature has authorized the affixing of the provincial guarantee to the principal of a loan not exceeding \$100,000 to aid the company in developing the coal mining properties formerly owned by the Acadia Coal Mining Co., and situated near New Glasgow. In connection with the mines several lines, aggregating 14 miles in length, connecting them with New Glasgow and other points, were built. Sir H. Montague

Allen was President of the Acadia Coal Co., and C. Fergie is President of the I.C.M. Co. (See Acadia Coal Co., Sept., 1910, pg. 725.)

Intercolonial Ry.—Work is reported to be well advanced on the spur line at Pugwash Harbor, and it is expected that it will be opened for traffic by July 30.

The following sums have been voted by Parliament:—Diversion of line and branch to wharf, Chatham, N.B., \$10,000, capital account; second track work, Chaudiere Jct. to St. Romuald, Que., \$160,000; diversion of line between Nelson and Derby Jct., N.B., \$108,000; increased accommodation at Fredericton, N.B., \$10,000, representing the unexpended portion of a vote of last session; general protection of highways, \$66,000; subway and facilities at Hampton, N.B., \$40,000; elimination of level crossings, \$100,000; increasing accommodation along the line generally, \$200,000.

Details of the work in progress on the Chatham and Nelson divisions, and on the Chaudiere Jct. second track work, have already been given in previous issues, the present votes being to carry on and complete the work. In respect of the general protection of highways it was explained that the work on the list for this year is estimated to cost \$153,000. (June, pg. 266.)

Kettle Valley Lines.—The revised route map of the last section of the K.V. Lines in British Columbia to be put under contract, which has been approved by the Minister of Railways, shows a line starting at mile 60, on the original approved route, and tying in again with it at mile 110, Otter Creek Summit. The new route reaches Princeton at mile 70, and joins the Vancouver, Victoria and Eastern Ry. about three miles further on, and passing through Coalmount, Tulameen, and along Tulameen Lake and Otter Creek to the Summit. The V.V. and E. Ry. is practically completed to Tulameen. The original route on the section, which starts at Siwash Creek, followed the Five Mile Creek to mileage 60, where the new route deviates, then crossed to the Summers Creek Valley, which was followed to and along Pastazoula Lake, thence worked over to near Aspen Grove, and along one of the forks of Otter Creek to the Summit. The section is being built by Galbraith & Co., and from Princeton to the Summit will be operated as a joint section with the V.V. and E. Ry. It is understood that at a future date, when the development of the country warrants, the line will be built over the original route. (June, pg. 266.)

Labrador, Quebec and Southern Ry.—The House of Commons declined to concur in the Senate amendment that this company's line was one "for the general advantage of Canada," on the ground that it might be construed to contain a tacit admission that there was a boundary between the Canadian and the Newfoundland Labrador. The particular territory in dispute forms the subject of a reference to the Imperial Privy Council, to be argued during the summer. The effect of this decision was that the bill was killed. (June, pg. 266.)

Lake Erie and Northern Ry.—The work of finishing up the line between Brantford and Galt, Ont., is nearly completed, and it is expected to have a regular train service in operation very soon. In Brantford work was started June 8, on the retaining wall at the Lorne Bridge, which was expected to be raised to the new level by June 30. No construction is in progress on the line between Brantford and Waterford, and local reports state that it is likely the company will run its trains over the Toronto, Hamilton and Buffalo Ry. between these two points. Beyond Waterford and