

Railway Development.

Projected Lines, Surveys, Construction, Betterments, Etc.

Burrard Inlet Tunnel and Bridge Co.—The plans and profile have been officially filed for the projected railway, station 0 to station 130 + 036, on the south shore of Burrard Inlet, Vancouver. We are officially advised that there is no intention at present of going on with the construction of this line, the plans being filed with the intention of making provision for a railway from the south end of the proposed bridge across the Second Narrows of Burrard Inlet, to the Great Northern Ry. in the Hastings townsite section of Vancouver. Cleveland and Cameron, Vancouver, are engineers for the company.

The plans for the bridge were prepared in London, Eng., and were released from the Customs House at Vancouver, Feb. 5, on payment of a reduced duty of \$2,430. They are on view at the offices of Cleveland and Cameron, and contractors are figuring preparatory to putting in their tenders. At a meeting of the directors, Feb. 4, it was decided to arrange for a 100 ft. right of way at the northern end of the bridge, as an excessive price is being asked by the Indians of the reserve for the 200 ft. right of way originally planned. It was agreed that a condition shall be inserted in all contracts in connection with the erection of the bridge, that so far as possible Canadian materials shall be used. (Feb., pg. 69.)

Calgary and Fernie Ry.—The Calgary, Alta., Board of Trade, has been informed by the company's secretary that arrangements have been completed for the financing of the project, and that it is hoped to start construction early in the spring. A resolution was passed endorsing the application now before the Dominion Parliament for an extension of time for construction. (Feb., pg. 69.)

Central Canada Ry.—D. F. McArthur, who is associated with J. D. McArthur in connection with the Alberta and Great Waterways Ry., and the Edmonton, Dunvegan and British Columbia Ry., is reported to have said in an interview that construction will be started on the C. C. R. in the spring; that the surveys for the line have been completed, and that the company's bonds, which have been guaranteed by the Alberta Legislature, have been put on the market. The located line starts at Round Lake, on the E. D. and B. C. Ry., runs to Peace River Crossing and along the north bank of the Upper Peace River to Dunvegan. (Dec., 1913, pg. 573.)

Central Western Canada Ry.—Application has been made to the Dominion Parliament for the incorporation of a company to build a railway from Winnipeg in a generally northwesterly direction via Yorkton, Saskatoon and Battleford, to Edmonton, Alta. The provisional directors are:—S. Johnston, J. J. Dixon, F. C. Tisdell, C. Cronyn, A. Johnston, Toronto. The title of the company, originally Central Canada Ry., was changed, as it conflicted with a company building a line in Alberta, under a provincial act. (Dec., 1913, pg. 753.)

Chicago, Milwaukee and St. Paul Ry.—Chicago, Milwaukee and Puget Sound Ry.—The company's lines have an entry into Sumas, Wash., over the Bellingham Bay and British Columbia Ry. tracks, and it is reported that engineers are locating a route from Sumas to Huntingdon, B.C., in connection with the company's projected entry into Vancouver. The route being located is across the Sumas flats to a connection with

the Canadian Northern Pacific Ry. (Dec., 1913, pg. 573.)

Churchill Southern Ry.—The Manitoba Legislature has incorporated a company with a railway to be operated by steam, electricity or any other motive power, from Fort Churchill, southerly to Kettle Rapids, on the line which the Dominion Government is building from Pas, to Port Nelson, Man., with branch lines to any point in the Province of Manitoba. The company is given authority to develop water powers, and to distribute electric energy for all purposes. The provisional directors are:—W. Beech, W. Chambers, T. Wright, C. Atchison, Winnipeg; W. Georgson, Calgary, Alta.

Edmonton, Dunvegan and British Columbia Ry.—A train service has been put in operation between Edmonton and Smith, heretofore known as Murray Landing, 130 miles. A bi-weekly service in either direction is being given. (Feb., pg. 69.)

Flathead Valley Ry.—The Minister of Railways for British Columbia has granted a certificate under the provisions of subsec. 1, sec. 79 of the B. C. Railway Act, 1911, giving an extension of time for five years from Jan. 7, for building the lines authorized by chap. 52 of the B. C. statutes of 1909. (April, 1909, pg. 247.)

High River, Saskatchewan and Hudson Bay Ry.—The Dominion Parliament is being asked to change the point of starting of this projected railway, from tps. 25 to 29, range 1 west of the 4th meridian, to tps. 17 to 29, range 1, west of the 4th meridian, in Alberta, and to extend the time within which construction may be begun. Ballarby and Mackenzie, High River, Alta., solicitors for applicants. A meeting of shareholders for the purpose of completing the organization of the company was called to be held at High River, Alta. (Feb., pg. 69.)

Hudson Bay, Peace River and Pacific Ry.—A deputation waited on the Manitoba Government, Jan. 31, asking for a guarantee of the company's bonds, or for more direct aid in the building of the first 150 miles of the line as a colonization railway. The company's charter from the Dominion Parliament authorizes the building of a line from Winnipeg along the east side of Lake Winnipeg to Hudson Bay, and thence to the Pacific coast. The Premier replying to the deputation stated that until the navigability of Hudson Bay was assured the Government would not be justified in assuming any responsibility in connection with the construction of the line generally. So far as guaranteeing the bonds for the building of 150 miles of the line as a colonization line, the Government was prepared to give a most careful consideration, as soon as plans, etc., were submitted. (Oct., 1913, pg. 475.)

Kettle Valley Lines.—The Dominion Government has entered into a contract with the company under the act granting aid to certain railways for the building of a line from Merritt to Penticton wharf, 145 miles, and from 25 miles south of Merritt to near Hope Station, B. C., 55 miles. The present condition of construction on these lines was given in detail on pg. 80 of our last issue.

The Minister of Railways has approved of revised location for the section of the line between Hydraulic Summit and Penticton, 58.2 miles, and the Board of Railway Commissioners has approved of location of the line from Coquihalla Summit to Hope, 39.42 miles, on condition that a 14 degree

curve shown at mileage 3.2 be changed to 12 degrees.

The British Columbia Legislature is being asked to authorize the company to build a branch from Otter Summit to Aspen Grove, tapping Copper Mountain.

Construction is being proceeded with on the following sections of the line:—End of track westerly to Penticton, 50 miles; end of track westerly to Coldwater Summit, 65 miles; end of track westerly to Hope, 39 miles. Tracklaying out of Penticton was reported to have reached Narawata, Feb. 1. At Camp Creek, the exact point reached by the steel, a large wooden structure is being erected across the chasm immediately below Spray Falls. It was expected this work would be completed by Feb. 28. (Feb., pg. 80.)

Lake Erie and Northern Ry.—W. P. Kellett, General Manager, in a letter to the press, Jan. 31, explained what was being done in connection with the work in Brantford, Ont., in regard to which the city Council had expressed dissatisfaction. The work was being proceeded with as rapidly as possible. The general contractors had resumed tracklaying and it was expected to have the steel laid from Galt to Jubilee Terrace, Brantford, by Feb. 28. When that was completed the plant necessary for the deepening of the channel of the Grand River in the city would be brought in. Mr. Kellett attended a meeting of the Parks Board, Feb. 5, in connection with the matter, at which it was stated that so far as freight traffic is concerned steam will be used as a motive power, but for passenger traffic, gasoline electric or electric storage battery cars will probably be used. Mr. Kellett stated that freight will be taken to the first yards at the foot of Jarvis and Sterling streets for sorting purposes, and the trains will be made up in a second yard which will be located at Morrell St. (Feb., pg. 69.)

Northwestern Ry. of Canada.—Application is being made to the Dominion Parliament for the incorporation of a company with this title to build a railway, to be operated by steam, electricity or any other motive power, starting from tp. 67, range 18, west of the 5th meridian, southwesterly to the Athabaska River, about range 7, west of the 5th meridian, thence to Edmonton and Camrose, continuing southeasterly to the South Saskatchewan River about tp. 29, range 11, west of the 3rd meridian, and on to Lake Johnson, thence easterly to Maryfield, and Virden, Man., thence northerly crossing the Assiniboine River near Penrith, and on easterly to Carberry, Winnipeg, Molson, Fort William and Port Arthur, Ont. Foster, Martin, Mann, Mackinnon and Hackett, Montreal, solicitors for applicants.

Ottawa, Brockville and St. Lawrence Ry.—The Dominion Parliament is being asked to grant an extension of time for the building of the line authorized by chap. 71, of the statutes of 1900. N. Belanger, Ottawa, is secretary. (May, 1912, pg. 239.)

Pacific and Hudson Bay Ry.—The Minister of Railways has approved of route map of this projected railway from Bella Coola to Hutnarko River, B. C., 60 miles. (Jan., pg. 22.)

Pacific Great Eastern Ry.—The total issue of 4½% bonds authorized for the building of this railway is £3,326,354 14s., 1d. The bonds, are guaranteed both as to principal and interest by the Province of British Columbia. Of this amount £1,500,000 had previously been sold, and a further issue of £1,375,000 was put on the market in London, Eng., Jan. 24. The price was £95, and it is reported that the entire issue has been taken up.

It is reported that arrangements are be-