

long, 175 ft. wide, with an intervening space of 150 ft., will be built in addition to large warehouses, coal docks and elevators. These wharves and warehouses are said to be for the use of the Oriental and Australasian trade only.

The Vancouver and Lulu Island Ry. is being operated from Vancouver to Steveston, B.C., as a branch of the C.P.R.

#### RAILWAY DEVELOPMENT.

##### Projected Lines, Surveys, Construction, Betterments, Etc.

**Alaska.**—It is reported that surveys have been completed for the construction of the Alaska Central Rd., from Resurrection bay, on the southern coast of Alaska, to Rampart city, on the Yukon river, and that construction will be commenced next year. The location surveyors claim to have found large fields of hard coal.

The Valdez, Copper River and Yukon Ry. has been incorporated at Seattle, Wash., to construct a railway from Valdez, through the Copper river valley to Eagle City, about 100 miles from Dawson, Yukon. The line will be about 400 miles in length. (June, pg. 188.)

**Alberta.**—J. R. Costigan, K.C., Calgary, Alta., is organizing a company to open up some coal fields in the Red Deer river district, 20 miles north of Banff. A preliminary survey for a railway from the coalfields to a junction with the Calgary and Edmonton Ry. has been made, and press reports state that construction will be commenced next year.

The Algoma Central and Hudson Bay Ry.'s management, which used to furnish us with information as to its construction work, as other railways do, changed its policy towards the end of last year, and announced that it would not continue to do so. We are therefore unable to give any official information as to its construction during this year. The Official Guide has since early in the year been publishing a time table, presumably furnished by the Co.'s traffic department, which shows the main line in operation from Sault Ste. Marie to Pangissin, 70 miles, and a daily train is shown as running each way between the two points. We have, however, ascertained that up to Sept. at least, no track had been laid beyond Ogidaki, 48 miles from Sault Ste. Marie, to which point it was laid last year.

A representative of the Sault Ste. Marie Star recently walked from Michipicoten to Anjigomi, and thence over the grade to Ogidaki. He reports that he found 30 miles of grade ready for track laying, 20 more nearly ready, and that work on the remaining 20 to a junction with the line from Michipicoten, near the Josephine mine, was being rapidly pushed forward. It was expected that track-laying on the line would be commenced at Ogidaki Sept. 25, and continued for 17 miles. F. H. Clergue is reported to have stated in Toronto recently that 175 miles of the line will be completed this year.

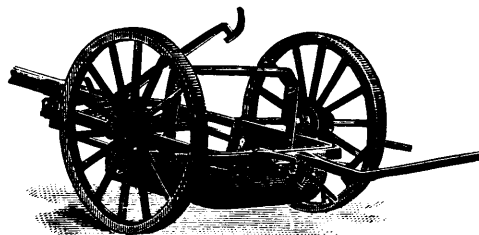
A contract has been let to the Dominion Bridge Co. for the erection of a steel bridge over the Co.'s tracks, connecting Cathcart st. and the base line roads in Sault Ste. Marie, Ont. The local authorities were prepared to be satisfied with a wooden bridge, but the Co. decided to erect a steel one. (Aug., pg. 262.)

**Atlantic and Lake Superior Ry.**—The grading to the 100th mile, together with the bridges were expected to be completed by the end of Oct. Two steam shovels have been engaged in ballasting, and the whole work was expected to be completed by the middle of Nov. The work has been very heavy, par-

ticularly the rock work. One mile of bank has had to be cribbed up, and the cribbing filled with rock to prevent inroads of the sea. The work has been done in a very thorough manner. We were advised Oct. 23, that it was expected to have the rails laid to the

100th mile by Oct. 25, and that 40,000 yards of ballast had been put out. (Aug., pg. 262.)

In connection with the practical completion of this line to the 100th mile, near New Carlisle, Que., it may be interesting to note that although labor has been scarce and hard



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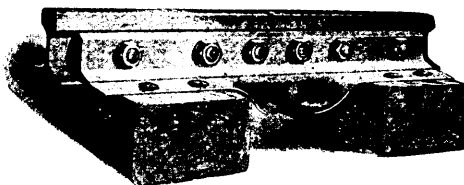
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