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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry.—An act was passed at the last session of the Ontario Legislature, authorizing the Lieut.-Governor-in-Council to adjust a question in connection with the land grant to the company. By an old act certain lands had been exempted from being granted for railway aid, but some portions had been taken by the company and improved. The present act will enable the Government to arrange this difficulty. (June, pg. 241.)

Bessemer and Barry's Bay Ry.—The Ontario Government decided not to ask the Legislature to vote any subsidies for railway construction at the recent session. We were informed May 25 that the management had been informed that it would be aided by way of loan, to put the line through. To what extent, or just in what way this help will be given, has not been announced. The mortgage and bonds approved of at the meeting of shareholders May 23, are in process of execution. (June, pg. 241.)

Brandon, Saskatchewan and Hudson's Bay Ry.—Application is being made at the current session of the Dominion Parliament for an act extending the time for the construction of this projected railway from the International boundary between ranges 23 and 25 west of the principal meridian to Brandon, Man., thence to Pas Mission. (Sept., 1903, pg. 305.)

Canada Atlantic Ry.—The question of the construction of a subway at Bank St., Ottawa, at the joint cost of the C.A.R. and the Ottawa Electric Ry., is before the Railway Commissioners. The application is being made by the Ottawa City Council. The Commissioners have heard the evidence and the arguments, and it is expected that a special engineering report will be obtained before judgment is given.

Detroit River Tunnel.—The Michigan Central Rd., and its Canadian subsidiary—the Canada Southern Ry.—are organizing companies, one in Michigan and the other in Canada, for the construction and operation of a tunnel under the Detroit River, between Detroit, Mich., and Sandwich, Ont. The tunnel will have its Detroit outlet between 17th and 18th streets, and the Canadian outlet near L'Assomption Roman Catholic Church, Sandwich, and new tracks will be built on either side of the river to connect it with the present tracks. There will be a full wide curve at each end of the tunnel as it leaves the river extending along the shore to accommodate the new tracks. Including the curves the tunnel will be two miles long. Really there will be two tun-

nels, each having a single track, constructed parallel, but separated by a distance of about 35 ft. The tunnels will run almost straight across the river; topographically it will be 10° south of east. The work will be done from the Sandwich end, and it is expected will occupy about two years to complete. Nothing will be done at the Detroit end until the tunnel is completed. The boring of the tunnels will be done by the hydraulic pressure system, and electricity will be used as much as possible. Each tunnel will contain a single

that as soon as that line reached Edmonton work would be gone on with on this line to the coast.

Great Northern Ry. of Canada.—The Quebec Board of Trade has been endeavoring to ascertain when the company proposes rebuilding its shops in that city. The shops were located in the city as a principal consideration for a bonus of \$200,000; and they were burned down about two years ago. An official stated that the shops would be rebuilt, but it was impossible to give the exact date when the work would be taken in hand. (June, pg. 243.)

Great Northern Ry. (U.S.).—The contract for the construction of the line from Oroville, Wash., to Princeton, B.C., has been let to Sims and Shields, of St. Paul, Minn., who have let a number of sub-contracts. The total distance is 86 miles. A line is also contemplated to Oroville, either from Midway or Republic, Wash. From Midway the line would be 45 miles long, with 2½% gradients, while from Republic it would be 65 miles with a maximum gradient of 1%. (See also Vancouver, Victoria and Eastern Ry.)

Guelph and Goderich Ry.—P. A. Petersen, Chief Engineer in charge of construction, made a trip of inspection recently, and states that the work will be completed according to contract in Oct. The plans of the location of the line in Goderich, and of certain deviations from the previous locations at Blyth, and some other points in Huron county, have been filed.

Haliburton, Whitney and Mattawa Ry.—The Ontario Legislature at its last session passed an act extending the time for the construction of this projected line from Haliburton to Mattawa, Ont.

Halifax and South-Western Ry.—We were advised June 14, that about 80% of the grading had been completed between Sable River and Shelburne, N.S. Grading had been commenced at Liverpool, and west of Shelburne, between which place and Barrington there were over 600 men at work. The route between Liverpool and Sable River has been finally agreed upon, and the location survey is being pushed ahead. The route follows the coast, passing through Port Matoun, and then runs inland to the boundary of Queen and Shelburne counties. From Shelburne the coast is practically followed to Port Clyde, thence the line will follow a straight route to Barrington, where a junction will be made with the Halifax and Yarmouth Ry., recently taken over by the H. and S.W.R. On the section between Liverpool and Bridgewater, about one-third of the ballasting had been completed, and was being gone on with. On the Middleton and Victoria Beach section,



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track, and there will be a sidewalk running through them. The trains will be hauled by electric locomotives, the third rail system being used. The power plant will be located on the Detroit side of the river. The estimated cost is \$10,000,000, and the work is expected to be commenced about Oct. 1. (See Detroit River Bridge, June, pg. 241.)

Edmonton, Yukon and Pacific Ry.—When the company's application for an extension of time for the construction of the line was before the Senate Committee of the Dominion Parliament June 9, W. H. Moore, Secretary of the Canadian Northern Ry., stated