

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

The Alberta Oil, Coal and Wheat Ry. Co. was incorporated by an act passed by the Alberta Legislature at its first session in 1906, and the town of Pincher Creek has guaranteed bonds to the extent of \$25,000 towards the construction of a line from that place to the C.P.R. Crow's Nest Branch at or near Pincher station. It is said that construction will be proceeded with in the spring. J. E. Shoultz is Vice-President of the company, and it is said that English capital is being provided to construct the line. (Jan., pg. 19).

Algoma Central and Hudson Bay Ry.—Replying to a question in the House of Commons Jan. 8, the Minister of Railways said there had been completed 69.35 miles of main line, 20.29 miles of branch lines and 9.93 miles of side tracks, these figures having been supplied to the Government in a statement signed by and sworn to by J. S. Wynn, acting Manager, and A. H. Chitty, Assistant Treasurer. The total mileage subsidized and under construction was, on the main line, 200 miles; on branch lines 25 miles, total 225 miles. The subsidy was paid as follows: On main line, Dec. 17, 1901, \$240,624; on branch line, Feb. 24, 1902, \$76,800; on main line, June 17, 1902, \$63,200; on main and branch lines, Oct. 15, 1902, \$202,912; on main and branch lines, Oct. 4, 1904, \$331,378.76; on main and branch lines, April 12, 1905, \$10,061.24. Total subsidy paid, \$924,976, or \$4,111 per mile of the whole mileage stated, the payments having been made on progress estimates covering the whole distance under subsidy. These amounts were paid to the A.C. and H.B. Ry. Co. The Department was not aware of any other amounts claimed by the company on subsidy account. No special subsidies were applied for or granted on account of bridges or extra cost of construction. (See also Pacific and Atlantic Ry.). (Dec., 1907, pg. 889).

Atlantic, Quebec and Western Ry.—No additional track was laid during 1907. A contract has been entered into with the New Canadian Co., for the construction of an extension from Port Daniel to Gaspé, Que., 82½ miles. The headquarters of the construction company are at Paspébiac, Que., the chief offices being in London, Eng. (Dec., pg. 889).

The Cape Breton Ry. It is reported, contemplates starting early in the spring upon the construction of an extension of its line from St. Peter's to Louisburg, N.S., about 31 miles. A meeting was held at Sydney, N.S., Jan. 15, to consider the construction of the projected extension and pass a resolution favoring the granting of running powers for the company over the Intercolonial Ry. branch from Louisburg to Sydney, which the Government is being asked to construct. G. E. Johnson, St. Peter's, N.S., is General Manager.

Resolutions were adopted at the meeting held at Sydney, N.S., Jan. 15, asking the Provincial Legislature to pass an act to grant a loan to a company at the rate of \$13,500 a mile for railway extension in Cape Breton and Richmond counties.

Caraquet, N.B.—Application will be made at the current session of the New Brunswick Legislature for an act incorporating a company with power to construct a railway from a point on the main line of the Caraquet Ry. about five miles east of Caraquet, northeasterly to a deep water terminus at or near St. Paul's Church in Caraquet parish. It is also desired to have power to amalgamate with the Caraquet Ry., the Intercolonial Ry. or other railways, and to issue debentures on account of construction. J. J. Harrington, Bathurst, N.B., is solicitor for the applicants.

Deer River, Minn., to Fort Frances, Ont.—A U.S. press report states that another railway is about to be constructed from a Minnesota point to the International Boundary at Rainy River, opposite Fort Frances, Ont. The point from which it is stated the line will start is Deer River, a station on the Great Northern Ry. The Duluth, Rainy Lake and Winnipeg Ry. has recently been completed from Virginia to opposite Fort Frances, and the Minnesota and International Ry. has also recently completed a line from Bimédi to International Falls on the Rainy River, a little to the west of the point at which the D.R.L. and W. Ry. reaches the river.

Dominion Atlantic Ry.—It is proposed to construct a spur line from Centerville, on the Cornwallis Valley branch, running south and west to the company's main line near Middleton, N.S. Local reports state that a new freight and passenger station will probably be built at Annapolis during the current year. (Jan., pg. 19).

Fort William, Ont.—The Ontario Legislature will be asked at the current session to confirm a number of this city's by-laws, and to give the corporation power to construct one or more bridges over the Kaministiquia, Mission and McKellar rivers, suitable for railway, highway and all other traffic, with the right to lease running rights to any railway, corporation or person, or to charge tolls for the use of the bridge or bridges; and with the consent of the ratepayers to issue debentures, payable in 40 years, to provide for the cost of the same.

Fort William Terminal Ry. and Bridge Co.—The Dominion Parliament is being asked at its current session for an act granting an extension of time for the commencement and completion of the company's lines. W. A. Dowler is solicitor to the provisional board of directors, and the present office of the company is at 502 Victoria Ave., Fort William, Ont. A meeting of shareholders has been called to be held at the offices Feb. 10, for the purpose of electing permanent directors, providing for the payment of preliminary expenses, surveys, etc., and ratifying and approving of the application to Parliament for an extension of time for construction. The plans of the company for its several lines at Fort William have been approved by the Board of Railway Commissioners.

Great Northern Ry. Lines in Canada.—The extension of the Crow's Nest Southern Ry. from Fernie to Michel, B.C., 23 miles, is expected to be placed in operation early in Feb. (Jan., pg. 19).

A report from Spokane, Wash., says the Vancouver, Victoria and Eastern Ry. and Navigation Co., and the Washington and Great Northern Ry., constructed during 1907 about 94 miles of line from Curlew, Wash., to 20 miles west of Keremeos, B.C., crossing the International Boundary line three times. The line is under contract to Princeton, and the surveys are completed to Cloverdale on the New Westminster Southern Ry., which is being reconstructed. The Vancouver, Westminster and Yukon Ry. from Vancouver to New Westminster, and the Victoria Terminal Ry. and Ferry Co.'s line from Port Guichon to Cloverdale, have been taken over and now form part of the lines of the Vancouver, Victoria and Eastern Ry. and Navigation Co. A contract is reported to have been let to F. P. Howard, Maroon Valley, B.C., for construction work on the line near Hedley, B.C. (Nov., 1907, pg. 831).

Halifax and Southwestern Ry.—The short piece of line to connect the Liverpool and Milton Ry. with the company's main line at Liverpool, N.S., is reported to be nearing completion. The rest piers for the draw

span in the bridge over the Mersey at Liverpool are being erected. The contractors are the Lindsay Construction Co. (Jan., pg. 21).

The Hillcrest Ry., Coal and Coke Co. during the year ended June 30, 1907, constructed 1.50 miles of line. The company was incorporated by an act passed by the Dominion Parliament in 1906 to construct a railway from Morrissey, via the Crow's Nest Pass to Hillcrest Jct., on the C.P.R., thence to Cardston, Alta., with branches to several specially named points. The provisional directors named in the act are: M. P. Davis, J. Thompson, Ottawa; C. P. Hill, Hillcrest, B.C.; W. L. Bell, Winnipeg, Man.; C. E. Ross, New York. (Aug., 1906, pg. 453).

Hudson Bay-Pacific Ry.—An office has been opened in Victoria, B.C., by Col. D. B. May, of Seattle, Wash., one of the promoters. The company has been organized under the laws of the State of Washington, with the following officers: President, Col. D. B. May; Vice-President, F. Belinger; Treasurer, W. H. Duval; other directors: J. McLachlan, Los Angeles, Cal.; Senator Cantor, New York; Senator J. K. Kerr, Toronto; J. P. Walls, Victoria, B.C. Application is being made at the current session of the Dominion Parliament for an act of incorporation and notice has been given that the British Columbia Legislature will be asked for an act incorporating a company to construct so much of the line as will be in that Province. Colonel May says that the company does not propose to ask for any subsidies, though it may later on ask permission to purchase public lands at a low valuation in connection with a colonization plan. (See Port Simpson and Eastern Ry., Jan., pg. 21).

Intercolonial Ry.—Tenders are under consideration for the construction of a block of cribwork to fill in a space in front of the wharf at Mulgrave, N.S., one of the points between which the car ferry Scotia operates.

At a meeting at Chatham, N.B., Jan. 4, a committee of the Board of Trade was appointed to secure options on a right-of-way for a new route into the town, with a view of asking the Government to construct it. The proposed new route runs for two miles along the water front, and would shorten the distance by about a mile, in addition to cutting out the heavy gradient near Nelson. The new line, it was stated, could be built for \$10,000 a mile, or \$50,000 in all; a bridge over Morrison's cove would cost about \$80,000; a new station and facilities, \$20,000; adding \$35,000 for land damages, and \$15,000 for incidentals would bring the total estimated cost of the line to \$200,000.

At Parrsboro, N.S., the view has been expressed that the Government will construct a loop line from Amherst to Truro. The present line between these points goes over the Cobequid Mountains, and is considerably blocked by snow in winter. The suggested loop would add seven miles to the distance between Amherst and Truro, but it would run through Parrsboro, and a district not now completely opened up by railway lines.

A meeting has been called to be held in Sydney, N.S., for the purpose of urging on the Dominion Government the necessity of constructing a branch of the Intercolonial Ry. from Sydney to Louisburg, N.S. (Jan., pg. 21).

Kettle Valley Lines.—W. T. Beck, President of the Spokane and British Columbia Ry., the Washington, U.S., company owning the U.S. portion of the K.V. lines, is quoted as stating that the construction of the projected extension from Republic to Spokane, Wash., is tied up pending the settlement of the differences with the Great Northern Ry., respecting the right-of-way down the San Poil River valley through the Colville Indian reserve. The S. and B.C.R. obtained