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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Atlantic, Quebec and Western Ry.—J. V. Nimmo, of London, Eng., engineer for the New Canadian Co., has arrived at Paspebiac, Que., to take charge of construction. The first section to be gone on with will be a 10-mile section from Paspebiac, the present terminal of the Atlantic and Lake Superior Ry., originally constructed as the Baie des Chaleurs Ry., towards Gaspé. (Sept., pg. 311.)

Bessemer and Barry's Bay Ry.—The branch line, which press reports credited the Central Ontario Ry. with being about to construct, is a line which the B. and B. Ry. was authorized to construct at the last session of the Ontario Legislature. The line has been surveyed from L'Amable, on the Central Ontario Ry., for about five miles to an iron mine, in which H. C. Farnum, President B. and B. Ry. Co., is interested. Construction is likely to be started this year. (Aug., pg. 275.)

Brantford and Hamilton Electric Ry.—Application has been made to Brantford township council for a franchise from the eastern terminal of Colborne St., Brantford, Ont., along the stone road to the boundary of Ancaster township. This company has a Dominion charter for the construction of a line from Brantford to Hamilton, which charter was to become effective in the event of the failure of the Hamilton, Ancaster and Brantford Electric Ry. to construct five miles of its line by Oct. 31. (Aug., pg. 275.)

Brantford and Lake Erie Ry. (Electric)—Franchises have been secured from the townships of Woodhouse, Townsend and Oakland and from Simcoe town, Port Dover and Waterford villages, and negotiations are in progress with the township of Brantford for a franchise there. The directors are in correspondence with the Canadian Electric Traction Co., an English company which undertakes the financing and construction of electric railways, with a view to its constructing the line, which will extend from Brantford to Port Dover, Ont., with a loop from Waterford to serve Delhi, Lynedoch and other points. E. L. Goold, of Brantford, is President, and T. Elliott, Brantford, is Managing Director. (Aug., pg. 275.)

British Columbia Electric Ry.—The Vancouver Power Co., a subsidiary of the B.C.E. Ry. Co., has been delivering power from Trout Lake, since the beginning of the year, and it is expected that during the winter 2,000 h.p. will be delivered from this source. This lake is only intended as a balancing reservoir between Coquitlam Lake and the

power house. The two lakes are being connected by a tunnel, 2½ miles in length and 9 ft. square. The tunnel is about three-quarters completed. When the present installation is completed the plant will be capable of developing 9,000 h.p., and provision is made by which the power could be doubled at a nominal cost. The Vancouver Gas Co.'s plant, which has been acquired, will be utilized to supply gas for cooking purposes rather than for lighting, and, consequently, will not compete with the company's lighting plant. (Nov., pg. 405.)



• JAMES HARDWELL,
Chief Traffic Officer, Board of Railway Commissioners.

Cape Breton Coal, Iron and Ry. Co.—The right of way for the proposed line from the company's collieries near Cochrane Lake, N.S., to the Sydney and Louisburg Ry., two miles north of Mira Gut station, has been cleared, and grading is being gone on with. The camp springing up at the collieries has been named Cardiff. H. Mayhew, of London, Eng., president of the company, recently visited the property, and a press report from England states that Sir C. Rivers-Wilson, President G.T.R., has bought a controlling interest in the property. (Nov., pg. 405.)

Crow's Nest Southern Ry.—The extension of the line from Morrissey to Fernie, B.C.,

was expected to be in operation by the end of Nov. (Nov., pg. 406.)

Fort William, Loch Lomond and Mount McKay Incline Ry.—Application will be made next session of the Ontario Legislature for an act incorporating a company with the title of the Fort William, Loch Lomond and Mount McKay Incline Ry. and Tourist Resort Co., to construct an incline railway from the Kaministiquia River to the top of Mount McKay, and an electric railway to Loch Lomond, where it is proposed to establish a summer resort. Watson, Smoke and Smith, Toronto, are solicitors for applicants. (See Mount McKay and Kakabeka Falls Ry., June, pg. 189.)

Fraser River Bridge.—The B.C. Government opened the bridge over the Fraser River at New Westminster, B.C., for railway, vehicle and pedestrian traffic, recently. The trains of the Vancouver, Westminster and Yukon Ry., a Great Northern Ry. (U.S.) line, are being operated over the bridge, which gives the G. N. Ry. a direct entrance into Vancouver, and through another of its connections, the Victoria Terminal Ry. and Ferry Co., a route to Victoria. (Sept., pg. 313.)

Grand Valley Ry. (Electric).—The power house at Blue Lake, Ont., has been completed and the machinery is being installed. This work was expected to be completed by the end of Oct., when the power would be used for the G. V. Ry., thus relieving the power house in Brantford. The line from Paris to Galt is almost completed, and it is expected to have the cars in operation from Brantford to Galt early in Dec. (Sept., pg. 313.)

Guelph and Goderich Ry.—Gangs of men are at work on different parts of the route between Guelph and Goderich. Three steam shovels are at work at the Goderich end, and quantities of material are constantly being delivered and teamed out to the work. The contractors expect to have made considerable progress with the grading before the end of the year. P. A. Peterson is Chief Engineer, the division engineers being J. G. Macklin, B. D. McConnell, B. J. Forrest, V. M. Roberts. Each division engineer has charge of 20 miles. (Sept., pg. 313.)

Halifax and South-Western Ry.—We were recently advised, that tracklaying on the section of the line between Mahone and Halifax, N.S., 68 miles; the ballasting and surfacing, cattleguards, fencing, crossing signs and telegraph line had been completed. The water tanks were all completed and station buildings had been completed at Martin's River, Chester Basin, Chester, East River, Hubbards and Ingram Bay. From Mahone to Bridgewater, nine miles of the old Nova Scotia Cen-