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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Athabaska Ry. and Oil Co.—A. C. Dobell, Quebec; I. Carling, Exeter, Ont.; F. Ross, J. K. Cornwall, P. Roy, Edmonton, Alta., applied at the current session of the Dominion Parliament for the incorporation of a company with this title, and a capital of \$1,000,000, to construct a railway from Edmonton to the junction of the Athabasca and Clearwater Rivers, and to search for and deal in petroleum. The Railway Committee of the House of Commons threw out the clauses relating to the railway. (Feb., pg. 45.)

Atlantic, Quebec and Western Ry.—A contract has been let for the construction of this line to the New Canadian Co., which has started to construct a section of 15 miles from Paspebiac to Shigawak, Que. About two miles of grading has been done, together with all the culverts, and the clearing on a further six miles has been completed. This section of the contract is pretty light, there being no rock work. There will be three bridges in the 15 miles, one a 50 ft. span and one a 60 ft. span, concrete piers and steel superstructures; and one about 600 ft. long, which will be of trestlework. It is hoped to get this 15 miles completed this year. A further distance of 87 miles will have to be built to reach Gaspé, on which preliminary surveys have been made. The chief engineer is Sir Douglas Fox, London, Eng., and the resident engineer for the railway company and the construction company is J. V. Nimmo. (Mar., pg. 89.)

Bessemer and Barry's Bay Ry.—It is hoped to obtain a subsidy in aid of the construction of this projected line from L'Amable, Ont., during the current session of the Dominion Parliament, and we are advised that as soon as this is arranged for construction will be started and pushed to completion. (Apr., pg. 143.)

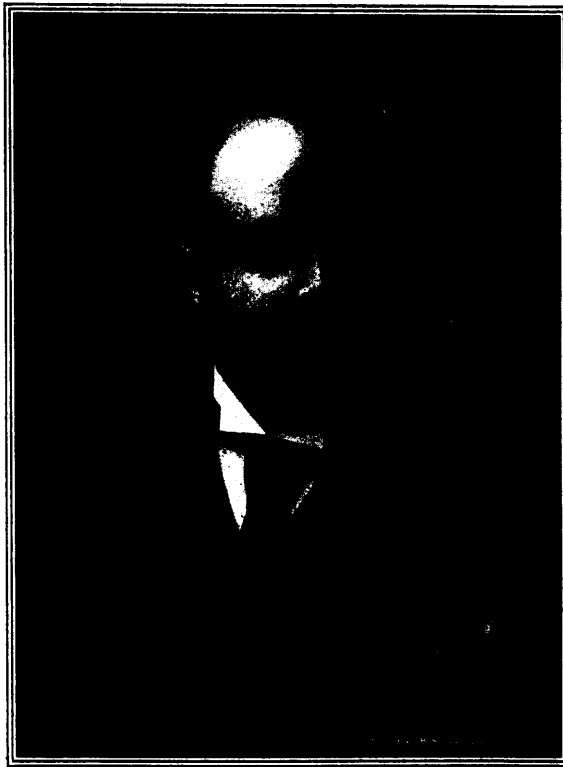
Brockville, Westport and Northwest-ern Ry.—C. Harris, of Kingston, Ont., has completed a preliminary survey of this line from the present terminus at Westport, Ont., to the French River, and a location party is reported to be in the field. It is expected that some construction will be done during the current season. A Dominion Government commissioner has been investigating certain claims against the old company, which, it was agreed by the new owners, were to be discharged out of a portion of an unearned subsidy which was to be paid on the company bringing the line up to the Government standard. (Mar., pg. 89.)

Buctouche and Rexton Ry.—R. A. and J. D. Irving, J. C. Ross, A. B. Carson, J. Jardine, E. J. Smith, F. W. Sumner, are applying at the current session of the New Brunswick Legislature for an act incorporating a company with this title, with power to construct a railway from Buctouche to Rexton, and thence to Richibucto Cape, N.B. Power is also asked to amalgamate with the Moncton and Buctouche Ry., and the Kent Northern Ry., or either of them.

Cape Breton Coal, Iron and Ry. Co.—The work of grading for the line from the company's mines at Cochrane's Lake to a junc-

Great Northern Ry. of Canada.—The scheme of arrangement with the creditors of the line has been approved by the Court of Exchequer and will go into effect on the completion of the formalities. This having been completed it is expected that a commencement will be made on the construction work planned within the last two or three years. The projected extensions include the construction of a line from Shawinigan Jct. to Quebec, 80 miles, which will give the company an entrance into Quebec, independent of the Quebec and Lake St. John Ry.; a line from St. Jerome to Morin's Flats, to connect the old Montford and Gatineau line with the company's main line; and a line from Bout de l'Île to St. Jerome, which would permit of trains being run from Montreal to the terminal point of the old Montford and Gatineau Ry. It is also expected that track will be laid on the seven miles graded in 1904, between St. Epiphane and St. Jacques l'Achigan, at an early date. In Montreal the company has a site of 75 acres for terminal purposes, with a water front of 286 ft., and some negotiations have taken place with the Montreal Harbor Commissioners with the object of having a wharf erected there. (Mar., pg. 93.)

Halifax and Southwestern Ry.—The Provincial Engineer, in his report for 1904, dated Jan., 1905, states that the construction of the line from Halifax to Liverpool was pushed forward with considerable vigor. Tracklaying was completed from Mahone Bay to Halifax in Nov. On July 20, application was made to open the line from Mahone Bay to Chester for some special traffic. In company with the Dominion Government engineer and W. A. Hendry, C.E., of the Provincial staff, R. McColl, the Provincial Engineer, inspected the line and passed it for traffic at a slow rate of speed. The line was closed down immediately after the Chester regatta, in order to enable the company to complete the ballasting. There was considerable delay in this work owing to the difficulty experienced in securing material sufficiently clean for ballast anywhere along the line. A feature of the road is the masonry, which is of massive cut granite of the finest quality, equal, if not superior, to any in the province. The steel bridges have all been completed and the station houses are either completed or under way. One lift of ballast has been put on throughout, and in some places a second lift has been put on, and will be completed as soon as the weather permits in the spring. Tracklaying was completed from Bridgewater to Liverpool in Nov., but too late to permit of much ballast being put on. The line was opened for passenger traffic, after



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Chief Engineer Board of Railway Commissioners.

tion with the Sydney and Louisburg Ry. near Sydney, N.S., we are informed, is in progress. T. Lancaster, the present Manager, is understood to be leaving for Colorado in the interests of those who control the property, and will be replaced as Manager at Sydney by — Thomas, who is coming out from England. (April, pg. 143.)

Fraser River Bridge.—A return presented to the British Columbia Legislature shows that the cost of the railway and general traffic bridge over the Fraser River at New Westminster was \$1,020,424.43.

(Continued on page 185.)