

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

(Continued from page 126)

Klondike Mines Ry.—We are officially informed that it is intended to construct about 82 miles of line this season, commencing at Klondike City, Yukon, and connecting all the mines in the vicinity of Dawson, and reaching Stewart river. The routes of the proposed lines have been formally approved by the Government officials, and authority has been given by the Minister of the Interior to take possession of the necessary right of way over Crown lands. It is reported that the North American Trading and Transportation Co. has been awarded a contract to supply 35,000 ties for the first 12 miles of line from Dawson to Grand Forks. A meeting of the shareholders of the Co. was called for Mar. 3, in Ottawa for organization purposes. E. C. Hawkins, Seattle, Wash., is the principal promoter. (Feb. pg. 58.)

Lake Bennett Railway Co.—M. King, H. A. Munn, Victoria, B.C.; and D. G. Marshall, Vancouver, B.C., are applying at the current session of the Dominion Parliament, for an act incorporating a company under this title to construct a railway from the international boundary between B.C. and Alaska, at Dyea river, to Lake Bennett, thence to the Yukon river at Selkirk. The capital proposed is \$1,000,000 and the head offices are to be at Vancouver. The Co. asks for power to convey or lease its powers or railway to the C.P.R.

The Lake Erie and Detroit River Ry. Co. is making application at the current session of the Dominion Parliament for an act granting an extension of time within which it may commence and complete the line authorized to be constructed from Simcoe to Fort Erie, Ont., by its act of 1896.

The Ontario Legislature at its recent session confirmed bylaws passed by the township of Orford and the village of Dutton voting bonuses in aid of the extension recently completed from Ridgeway to St. Thomas. (Dec., 1901. pg. 355.)

Lake Superior, Long Lake and Albany Ry. Co.—H. S. Cane, Newmarket, Ont.; A. Yule, Aurora, Ont.; J. W. Cheesworth, F. J. Andrews and M. J. Patterson, Sr., Toronto; and S. T. Clarke, Chicago, Ill., were incorporated by the Ontario Legislature, at the recent session, under this title to construct a railway from the C.P.R. transcontinental line near Peninsula harbor, Lake Superior, to Martin's Falls on the Albany river, about 210 miles; with power to construct a branch line to Hudson's bay. The Co. is given five years to commence and nine years to complete its line. A subsidy of \$30,000 was voted for the first 10 miles of this line at the recent session of the Ontario Legislature, and application is being made to the Dominion Parliament for a subsidy for 95 miles, to the Kenogami river.

A preliminary survey has been made by H. DeQ. Sewell, the route followed being up the valley of the Pic river, to the height of land north of McKay's lake, thence to the falls of the Kenogami at the outlet of Long lake, and then almost due north to Martin's Falls, on the Albany river, 210 miles from Peninsula harbor. The river at this point is 1,980 ft. wide, and the falls are 45 ft. in height. From the falls to Fort Albany, at the mouth of the river, there is a low-water depth of 11 ft., increasing by 20 ft. in times of extreme high water, unobstructed except by a number of low sandy islands, and open for navigation six months in the year. The proposed branch line is from the Kenogami falls to the mouth of the Albany river. The country to be opened up includes large areas of pulpwood and agricultural land, the latter being

in the same latitude as Winnipeg. The construction of the line to the height of land does not present any serious engineering difficulties, a route giving an easy grade with but little curvature having been found. We are informed that arrangements have been completed for commencing work as soon as a Dominion subsidy has been voted.

Lambton Central Electric Railway.—D. Milne, W. B. Collins, F. J. Winlow, of Sarnia, and J. H. Smallman, London, were incorporated at the recent session of the Ontario Legislature under the above title to construct a railway from Sarnia to Florence, via Petrolia, with power to construct a branch to Dresden. The Co. is given power to make connections and to enter into agreements for running powers with other companies, and to operate its line by electricity, compressed air or other power. Its capital is fixed at \$200,000, and its bonding powers at \$20,000 a mile.

Levis County Ry. Co.—A. Conyer, Montreal; C. Blouin, J. Paquette, P. E. Bourassa, Levis; G. U. Holman, Quebec; W. J. Remick, and R. D. Wycoss, New York, are making application at the current session of the Quebec Legislature for an act incorporating a company under this title to construct tramways and electric railways in Levis and adjoining counties. Preliminary surveys are being made by Mr. Fitzpatrick, C.E., Ottawa.

Lindsay, Bobcaygeon and Pontypool Ry.—At the recent session of the Ontario Legislature a subsidy of \$57,000 was voted for the construction of 19 miles from Bobcaygeon to Lindsay. In 1899 the Dominion Parliament voted \$128,000 for the construction of 40 miles between Pontypool and Bobcaygeon via Lindsay. Local municipalities in 1899 voted \$100,000 in aid of construction, but how far these latter would now be available is a matter of conjecture. (Aug., 1901, pg. 231.)

The Manitoba, Midland and Western Ry. Co.'s application at the recent session of the Manitoba Legislature for an extension of time within which it could commence and complete its undertaking, was thrown out. In the course of the discussion on the bill it was announced that this charter had been acquired in the interests of the Northern Pacific Ry. Co. See also Northern Pacific Ry. (See Feb., pg. 58.)

Manitoulin and North Shore Ry.—F. H. Clergue recently stated that the line from Meaford to Owen Sound, 22 miles, and from Sudbury to Little Current would be constructed this year. The line from Sudbury to the Gertrude mine, 13 miles, with a branch of one mile to the Elsie mine, is in operation; and a section of 1½ miles, from the C.P.R. Sault Ste. Marie branch to the Spanish River Pulp and Paper Mills, has been constructed. Contracts for the other sections of the line to the shore of Georgian bay have not been let, though the right of way is reported to have been cleared. In the Ontario Legislature the Commissioner of Public Works recently stated that the Co. had not asked for an extension of time; and also that it was expected the plans for the Meaford-Owen Sound section of the line would be definitely settled by May 1. (Feb., pg. 58.)

The residents of Thornbury and Clarksburg, Ont., have had an interview with the Commissioner of Public Works in regard to an extension of the M. & N. S. Ry. from Meaford, through the Beaver river valley to a junction with the C.P.R., and the G.T.R. at Mount Forest. Mr. Latchford approved of the proposal and suggested that the local people get their plans into shape for submission to the Co.

See also Huron & Bruce Ry.

The Ontario Legislature at the recent session amended the conditions under which it might expropriate the M. and N.S. Ry. as set forth in sec. 14 of the act of 1901. The Co.

must now produce when required by the Commissioner of Public Works, the books showing the cost of the railway, car ferry, etc.; and the railway, etc. shall become the property of the Government upon payment of the cost, less the value of the subsidies calculated at 50c. an acre, and one half of the Dominion subsidy. In the event of any dispute the value is to be found by arbitration. The right to expropriate must be exercised within 15 years, otherwise it lapses.

Matane and Gaspé Ry.—The Quebec Legislature has amended the Act for the incorporation of this Co. by requiring the commencement of work within four years, and the completion of the lines within 10 years. (Jan., pg. 3.)

Middlesex and Elgin Interurban Ry. Co.—At the recent session of the Ontario Legislature an act was passed incorporating, under the above title, the persons who applied for an act of incorporation as the Aylmer, St. Thomas and London Electric Ry. Co. (Feb., pg. 55.)

Middleton and Victoria Beach Ry.—The plans and profiles for the 48 miles of line proposed to be constructed connecting these two points have been deposited with the Department of Railways at Ottawa, and the Commissioner of Public Works at Halifax, N.S. D. S. Noble, C.E., who had charge of the surveys, will be in charge of construction. (Feb., pg. 58.)

A project is on foot for the construction of a line from Middleton to Centerville, about 35 miles.

Midland Ry. of N. S.—It is reported that a project is under consideration for the extension of this line from Windsor to Middleton, connecting with the Middleton and Victoria Beach Ry. The distance would be about 50 miles. (Feb., pg. 59.)

Montford and Gatineau Ry.—The proposed extension from Arundel, 30 miles westerly, would touch two or three small villages, but generally would open up new territory for lumbering and colonization. It is intended ultimately to connect with the Ottawa and Gatineau Ry., but at what point is uncertain. No construction will be undertaken until a subsidy has been obtained, for which an application has been made to the Quebec Legislature. (Feb., pg. 59.)

The Montreal Light, Heat and Power Co. is applying at the current session of the Quebec Legislature for an act extending its powers in every direction, and giving it power to operate anywhere in the province west of and including the city of Three Rivers. The Co. possesses the charter of the Provincial Light, Heat and Power Co., and of the Canadian Electric Light Co. It may construct anywhere within the province tramways for transporting the produce of its mills, etc., not exceeding in any one case 10 miles in length, connecting with its factories, or with the line of any railway.

Montreal-Longueuil Bridge.—The competition between the promoters of the various bills seeking the incorporation of companies for the construction of a bridge over the St. Lawrence, between Montreal and Longueuil, promises to be the feature of the current session of the Dominion Parliament. There are four applications, but interest is centered in two only, viz.: that promoted in the interests of W. S. Webb and his associates, and that of the Montreal Bridge Co. asking for an extension of time in which to build their bridge. This latter charter is one in which C. N. Armstrong and R. Prefontaine were jointly interested and which they had practically disposed of to W. S. Webb and his associates. Some differences arose as to title and the deal was not completed. Mr. Armstrong now states that he has no interest in any bridge charter, and Mr. Prefontaine is under-