

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska.—M. J. Heney, who has returned from a trip from Valdez to Eagle City, Alaska, for the purpose of looking over the route of a proposed railway, said in an interview at Vancouver: "So far as I can see, there is absolutely no excuse for promoters or capitalists interesting themselves in the construction of a railway through that part of the country, or, in other words, from Valdez to Eagle City. If the conditions were such as to warrant the construction of a railroad it would have been done long ago, but it will be many years before a locomotive is seen in the Copper river valley." (Sept., pg. 271.)

The Cape Nome and Golofin Ry. Co. has been incorporated in the U.S. to build a line from Cape Nome to Golofin Bay, 65 miles, thence to Nulato, on the Yukon river, 160 miles; and from Weare, on the Yukon, to Port Valdez, 650 miles. The intervening distance between Nulato and Weare will be covered by steamer in summer and sledges in winter. O. W. Button, Kansas City, Mo., is President; E. F. Adams, San Francisco, Manager; and E. Bivert and J. H. Glendenning, Chicago, engineers.

The Trans-Alaskan Ry. Co. has been incorporated under the laws of the State of Washington, with officers at Seattle, to build a line across Alaska to connect with a line of ferry boats with the Siberian railroad at a point opposite Cape Prince of Wales. J. J. Frey, formerly General Manager of the Santa Fe system, is President. The Co. has an authorized capital of \$50,000,000.

Alberta Ry. and Coal Co.—See Great Falls and Canada Ry.

Algoma Central and Hudson's Bay Ry.—Hon. J. S. Stratton, Provincial Secretary, and other members of the Ontario Cabinet, have been visiting Northwest Ontario, and recently made a trip over the main line for about 30 miles from Sault Ste. Marie. At that time 67 miles of the Co.'s lines were in operation, viz: 43 miles from Sault Ste. Marie northerly; and 24 miles on the Michipicoten branch, which will join the main line at Park Lake Jct. The track has been laid with 85 lb. steel rails and the bridges and culverts have been built in a most substantial manner.

We were recently officially informed that it is expected that track-laying will be completed to the 71st mile before snow comes. This will bring the track to a little beyond the Chipewewa river, 100 miles south of Park Lake Jct.

The Josephine branch is 10½ miles in length from the line from Michipicoten harbor to Park Lake Jct., to the Josephine Mine. Of this 3 miles had been completed in Aug., and, at our last advices, tracklaying was being pushed on the remaining 7½ miles, which was expected to be in operation early in Oct. (Sept., pg. 271.)

Atlantic and Lake Superior Ry.—The Chief Engineer of Government Railways has reported to the Dominion Government that between the construction of bridges and the other work done about \$80,000 of the subsidy voted last session has been earned, and an order-in-council has been passed authorizing the payment of this amount. (Sept., pg. 271.)

Battleford and Lake Lenore Ry. Co.—Hannon & Lamont, solicitors, Prince Albert, Sask., give notice of application to the Dominion Parliament to incorporate a company under this title to construct and operate a railway commencing on the Calgary and Edmonton Ry. line at or near Hobbema, Alberta, thence easterly to the South Saskatchewan river in townships 39 or 40, thence easterly to Lake Lenore, thence north-easterly to the Canadian Northern Ry. at or near Crooked river, Sask., also a branch line from the proposed line at or near township 40 or 41 in range 24 west of the second meridian to or near Yorkton, Assa., and for other powers.

Bracebridge and Trading Lake Ry.—Mr. Brunel, C.E., has been engaged to make a survey for this line which is projected from Bracebridge to Baysville, on Trading Lake, 14 miles. E. A. C. Pew, of Welland, Ont., a promoter, has met the directors, and may be given a contract to build the road. Subsidies have been voted by the Dominion Parliament and the Ontario Legislature. (May, pg. 153.)

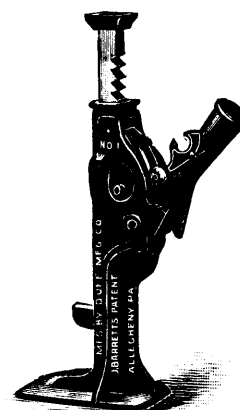
Brockville, Westport and Sault Ste. Marie Ry.—Considerable ballasting is being done, an engine house is being built at Westport and the stations are being renovated.

Bruce Mines and Algoma Ry.—Plans have been approved by the Ontario Department of Public Works for the construction of this line from Bruce Mines on the C.P.R. to the Rock Lake Copper Mines, 14½ miles, for the construction of which a contract has been let. The right-of-way has been cleared and considerable grading done on the first five miles. Tracklaying was reported to have commenced early in October on the first four miles to the ballast pit, and it is expected the whole 14½ miles will be laid with track this season. (Sept., pg. 271.)

Canada Atlantic Ry.—The reports that the construction of the proposed cut off from Glen Robertson to Vaudeuil, which was surveyed in the spring, would be proceeded with immediately, are, we are officially informed, incorrect. (June, pg. 170.)

It is said that the Co. will erect another elevator at Depot Harbor, with a capacity of 2,000,000 bush, but plans have not been prepared or bids asked.

The Canada National Ry. and Transport Co. is asking the Collingwood town council to vote it \$500 to make surveys so as to meet the requirements of its act of incorporation. J. H. Boyle, Secretary, in his letter to the council says: "The cost of obtaining the engin-



BARRETT TRACK JACK

Recommended as a Standard by
The Roadmasters' Association of
America

Adopted by all the Leading Rail-
roads in the United States and
Canada

Catalogue on application.

Manufactured exclusively by

THE DUFF MANF'G CO.
Pittsburg, Pa., U.S.A.

Stock carried by

JAMES COOPER, Agent,
MONTREAL.

STEEL, PEECH & TOZER,
LIMITED,

SHEFFIELD, ENGLAND.

**STEEL AXLES, TYRES, AND
SPRING STEEL.**

"PHENIX" Loco. Spring Steel is the
accepted Standard in Canada.

SOLE AGENTS:

James Hutton & Co., Montreal.

A GREAT RAILWAY.

The Chicago, Milwaukee & St. Paul Railway Co. owns and operates 6,600 miles of thoroughly equipped railway. It operates its own Sleeping Cars and Dining Cars, and the service is first-class in every respect.

It traverses the best portion of the states of Illinois, Wisconsin, the Upper Peninsula of Michigan, Iowa, Missouri, Minnesota, South and North Dakota.

It runs electric-lighted, steam-heated trains. It has the absolute block system.

It uses all modern appliances for the comfort and safety of its patrons.

Its train employees are civil and obliging. It tries to give each passenger "value received" for his money, and

It asks every man, woman and child to buy tickets over the Chicago, Milwaukee & St. Paul Railway—for it is A Great Railway.

Time tables, maps and information furnished on application to A. J. TAYLOR, Canadian Passenger Agent, 8 King Street East, Toronto.



**Ship Lamps, Head Lights,
Railway Signals and Lamps.**

COTTON WASTE—All Grades.

Write for Catalogue.

The N. L. Piper Railway Supply Co.,

MANUFACTURERS,

314 Front Street West, - TORONTO.

