

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Interurban Ry.—The Board of Railway Commissioners has approved of location plans for the line from mileage 1.25 to 2.28 in Calgary, Alta. An arrangement has been made whereby the company's Carbon line will enter Calgary over the G.T. Pacific Ry. tracks, to the station ground at the R.N.W.M.P. barracks, and thence proceed over the city's electric railway tracks to the market place. This arrangement, so far as the city is concerned, was approved by the city council, July 8. A site for shops has been leased by the city at a nominal rental, the work of reclamation to be done by the company.

The Minister of Railways has approved revised route map for the company's projected Carbon line.

Alberta, Peace River and Eastern Ry.—Application is being made to the Minister of Railways for approval of the route map of this projected line from Milk River, Alta., to Peace River and on to Fort Churchill, Hudson Bay. The application was opposed June 26, by other companies, and the Minister stated that he would investigate the matter during his trip to the West. (July, pg. 339.)

Algoma Central and Hudson Bay Ry.—Track laying was completed July 3, on the extension to the C.P.R. transcontinental line, the steel laying gangs connecting the last rails at mileage 109.75 north of Sault Ste. Marie, Ont. The point of connection is at Franz, 23 miles west of Missanable station on the C.P.R. From this point the line is under construction to Hearst, on the National Transcontinental Ry. We are officially advised that ballasting on the extension is being proceeded with between mileage 93 and 195 at Franz, three steam shovels being at work. It is expected to have the section from Hawk Jct. and Franz, mileage 164.25 and mileage 195, completed ready to turn over to the operating department early in August. This will enable the operation of a regular train service between Michipicoten and the C.P.R.. It is expected that the ballasting on the line from mileage 93 to Hawk Lake Jct., will be completed by the end of October.

The work at the company's terminals at Sault Ste. Marie is, we are advised, proceeding satisfactorily. The station which is estimated to cost \$100,000 and the yards and shop, which are estimated to cost \$300,000, are well advanced, and their completion is looked for by winter. The company's steam shovel has been used on the yard excavation work, and it is intended to move it out to a ballast pit, in order to get out material for adding considerable ballast on the line between mileage 20 and 68, in order to bring it into first class shape. R. S. McCormick, Sault Ste. Marie, Ont., is Chief Engineer.

The Board of Railway Commissioners has authorized the opening for traffic of the extension from mileage 85 to 93 north of Sault Ste. Marie. On July 5, President Drummond, of the Lake Superior Corporation, owning the line, and other officers made a trip of inspection over the entire line to Franz and subsequently went over the extension under construction to Hearst. (June, pg. 299.)

Algoma Eastern Ry.—Grading on the extension of the line from the end of the present operated line at Crean Hill, Ont., to the terminal site on Goat Island, directly across the channel from Little Current, Manitoulin Island, has been completed, and 28.5 miles of track have been laid. The total distance from Crean Hill to Goat Island is 62 miles. Track laying has been delayed owing to lack of steel, but deliveries have now been made at Espanola and the work resumed. It is expected to have the 7.5 miles east to Crean Hill, and the six miles from Es-

panola to West River laid about Aug. 1. At this point track laying will be suspended for about a month, pending the erection of a combined timber and steel plate girder bridge. It is expected to complete tracklaying to the terminal yard site on Goat Island, as well as the ballasting from Crean Hill about the end of October.

Work on the terminal site at Little Current, and the construction of a bridge across the channel will be proceeded with this summer. There has been some delay in reference to the bridge on account of the requirements of the Public Works Department in regard to the width of the opening. This has now been adjusted and it is intended to put in a swing draw span on a centre pier in the channel, giving 150 ft. clear opening on each side. The balance of the structure, which will be about 600 ft. long, will consist of deck plate girders on concrete piers with end wing abutments. R. S. McCormick, Sault Ste. Marie, Ont., is Chief Engineer. (May, pg. 238.)

Atlantic, Quebec and Western Ry.—We were officially advised, July 5, that the whole of the line to Gaspé Basin, Que., had been completed and that it was expected to open it for traffic before the end of July. (July, pg. 339.)

Bruce Mines and Algoma Ry.—We have been officially advised that arrangements are being made for the company's financing, and that until these are completed nothing can be said as to the plans for future construction. (May, pg. 238.)

Central Ry. of Canada.—We are officially advised that the contractors have got well started on the first section of this line, and expect to have the grading completed early in September. This section extends from McAlpine, on the C.P.R., to Lemieux, Ont., 25 miles. The general contractors, C. J. Willis and Sons, London, Eng., and Montreal, have sublet several short lengths of grading to farmers in the district. F. S. Williamson, Montreal, is Chief Engineer. (July, pg. 339.)

Chicago, Milwaukee and St. Paul Ry.—Chicago, Milwaukee and Puget Sound Ry.—The latter line, which is an extension of, and controlled by, the first named was opened for traffic to Bellingham, Wash., July 11.

E. W. McKenna, Vice President, C.M., and St. P. Ry., is quoted as stating in reference to the reports referred to in our last issue, that the company had no intention whatever of entering Winnipeg, or invading Canadian territory, for some time to come, if at all. The company had not secured options for any right of way, nor had any surveys for such a line been completed.

Surveys are being made for a line from the C.M. and P.S. Ry. through Kalispell, Stillwell and the Tobacco valley, to Roosville, Mont., or Phillips Pass, to which point, the C.P.R. is reported to have made surveys for a line from Elko, B.C. (July, pg. 339, and June, pg. 299.)

Cumberland Ry. and Coal Co.—The Dominion Coal Co., which owns this line, is said to want to build a line from Springhill to Wallace, N.S., on Northumberland Strait, where it is proposed to establish a shipping point for its collieries. Hitherto the company has shipped its coal to Parrsboro, on the Bay of Fundy. J. H. Plummer, President, D.C. Co., had an interview with the Minister of Railways recently with a view of obtaining a subsidy for construction. Another report says that the line will be built as an Intercolonial Ry. branch. (June, pg. 21.)

Dominion Atlantic Ry.—A contract has been entered into between the company and the Dominion Government under the act granting aid to certain railways for

the building of an extension of the company's line in Canning, N.S., to the government wharf there, one mile, (June, pg. 299.)

Edmonton, Dunvegan and British Columbia Ry.—The Board of Railway Commissioners has approved of location plans for the line from mileage 4 to 14, Alta.

Work is reported to have been started on laying out the terminals at Edmonton. A connection has been made with the G.T. Pacific Ry. yards, and several sidings laid, in order to provide for the handling of construction material. (July, pg. 339.)

Essex Terminal Ry.—The Board of Railway Commissioners has authorized the opening for traffic of the extension of the line through Windsor, Sandwich tp., and Sandwich, Ont. (Jan., pg. 22.)

Fredericton and Grand Lake Coal and Ry. Co.—We are officially advised that the profile plans show a line following the east bank of the St. John River from Gibson, N.B., for about seven miles, through an open, well-cultivated district: thence to the Little River, about the 20th mile, is through a wooded country, which has been lumbered over for many years; and from the Little River to within two miles of Minto, the line will pass through a well farmed district. Near Minto, where connection is made with the New Brunswick Coal and Ry. Co., is the coal area, which is to be tapped. The maximum gradient is 1% compensated for curvature and the maximum curvature is six degrees. The substructures of the bridges over the Nashwaak River, Noonan Creek, Burpee Mill stream and Little River are all of concrete. All culvert openings under embankments sufficiently high are to be concrete arch culverts, varying from 4 ft. to 10 ft. openings, and the smaller culverts are to be of corrugated galvanized iron pipe. H. W. D. Armstrong, Fredericton, N.B., is Chief Engineer. (July, pg. 339.)

We have been officially advised, that the projected branch line to Marysville, was being located.

A contract has been entered into between the company and the Dominion Government under the act granting aid to certain railways for the building of a line from the Intercolonial Ry. at Gibson, to Minto, with a branch line to Marysville, a total length of 35 miles.

Glengarry and Stormont Ry.—Press reports state that engineers have started making a survey for a line from near St. Polycarpe, southerly and westerly through Glengarry county to Cornwall, Ont. C. L. Harvey, C.E., is a provisional director of the company. (June, pg. 300.)

The survey party is in charge of H. S. Dickson, with M. J. McLennan as assistant, and is working between Cornwall and Williamstown. (June, pg. 300.)

Hudson Bay and Pacific Ry.—An order of the High Court of Justice, London Eng., has been granted directing the winding up of the H.B. and P. Ry. Development Co., which was started for the purpose of financing the construction of the line. A meeting of creditors is to be held in London, Eng., Aug. 7.

Intercolonial Ry.—Tenders are under consideration for the erection of a brick and stone passenger station at St. Flavie, Que.; a 10-stall locomotive house and annex with brick chimney, etc., at Point Tupper, N.S., and for the erection of an extension to pier 7, Richmond, N.S.

An Ottawa press dispatch says: "The government has decided to promote the shipment of coal from the Springhill, N.S., mines to the upper provinces by the construction of a spur line of the I.R.C. from Springhill to Wallace. The harbor at Wallace will be dredged and docks constructed for the handling of the coal. Financial provision for this will be made at the next session of Parliament." Another report says the line will be built by the Cumberland Ry. and Coal Co. (See under that heading.)