

RAILWAY DEVELOPMENT.

(Continued from page 89.)

to the construction of a bridge. In the event of the opponents to the bridge being successful, the company would be compelled to construct a tunnel. (Jan., pg. 9.)

Canada Southern Bridge Co.—An extension of time for the construction of the proposed bridge over or tunnel under the Detroit River at Amherstburg is being asked at the current session of the Dominion Parliament. The company has already expended about \$1,500,000 in bridge construction at this point, but has not yet secured the approval of the U.S. Government to bridge the main channel. (Jan., pg. 11.)

Canada Southern Ry.—The Dominion Parliament has given a second reading to the company's proposed act, to extend the time for the construction of branch lines. (Jan., pg. 11.)

Cape Breton Ry.—The residents of Isles Madam, N.S., are agitating for the construction of a tramway to connect with the C. B. Ry., and a proposal to ask for a subsidy for the construction of such a line has been made. (Feb., pg. 45.)

Colchester Coal and Ry. Co.—The route of this projected line from De Bert station on the Intercolonial Ry., to the coal mines at De Bert Mines, N.S., about four miles, was surveyed during the fall of 1904, by J. J. Taylor, C.E., New Glasgow, N.S. The profile and other plans and specifications have been prepared and it is expected that construction will be commenced in the spring. (Feb., pg. 45.)

Crow's Nest Southern Ry.—The proposal to extend the line from Fernie to Michel, B.C., about 23 miles, is likely to be gone on with this year. Surveyors, representing the Great Northern Ry., U.S., which controls the line, have recently gone over the route. (Jan., pg. 11.)

Detroit River Bridge.—Negotiations are still in progress between the G.T.R., the Michigan Central Rd., and the Pere Marquette Rd., with a view to constructing a bridge across the Detroit River between Detroit, Mich., and Windsor, Ont., for the joint use of all the lines. The principal difficulty in the way of coming to a decision is the site. A report current in Detroit is to the effect that the Michigan Central Rd. will give up the idea of a joint bridge and will proceed with the construction of a tunnel to connect its line with that of its Canadian extension, the Canada Southern. Another report states that whilst the tunnel will be constructed by the Michigan Central Rd., it will be used, under an agreement, by the G.T.R.

Emerson, Man., Union Station.—The question of the construction of a joint station at Emerson, Man., to be used by the C.P.R. and its U.S. subsidiary, the Minneapolis, St. Paul and Sault Ste. Marie Ry., the Canadian Northern Ry. and the Great Northern Ry., U.S., has been under discussion. The suggestion was to erect a station right on the boundary line, one half being in Manitoba and the other south of the line, in N. Dakota. The question was taken up with the Customs Department, but that department was opposed to the erection of the station as proposed. Whether this will finally dispose of the matter or not is not quite clear.

Georgian Bay and Seaboard Ry.—The Dominion Parliament has given a second reading to the bill for the amalgamation of a company with this title to construct a railway from Georgian Bay, between Port Severn and Penetanguishene, through the counties of Simcoe, Ontario, Victoria, Peterborough, Hastings, Lennox, Addington, Frontenac and Lanark, or either of them, to a junction with

the C.P.R. The applicants for the charter are W. D. Matthews, H. C. Hammond, L. A. Hamilton, H. Beatty, F. G. Osler, of Toronto. The company is being promoted in the interests of the C.P.R., and would give that company an additional port on Georgian Bay, with a shorter haul from the lake to Montreal than its present port at Owen Sound. (Jan., pg. 11.)

Great Northern Ry. of Canada.—We were recently advised that the grading on the branch from L'Epiphanie to St. Jacques, Que., 7 miles, had been completed and that track will be laid in the spring. The contractors for the grading were Rogers & Quirk, Montreal. (Sept., 1904, pg. 313.)

Guelph and Georgian Bay Ry.—A meeting of the promoters of this projected railway was held Feb. 2, when it was decided to apply to the Dominion Parliament for an extension of time for the construction of the line. G. B. Ryan, Guelph, Ont., is President of the provisional company. (Sept., 1903, pg. 305.)

The Halifax and Southwestern Ry. is now in operation between Halifax and Liverpool, N.S., about 108 miles, of which 9 miles represents the distance run over the tracks of the old Nova Scotia Central, between Mahone and Bridgewater. In 1903, track was laid for about 9 miles from Mahone towards Halifax, and during 1904, the remainder, 58.41 miles into Halifax, was completed, fully ballasted, and station buildings erected at the most important points. There has also been constructed upon this section 2.26 miles of sidings. Negotiations are in progress with the Intercolonial Ry. respecting terminal facilities in Halifax. Between Bridgewater and Liverpool 30.33 miles of track have been laid, but the ballasting has not been done, so that while a tri-weekly service is being given the time is rather slow. There have been 1.38 miles of sidings constructed on this section. The surveys have been made for the completion of the line between Liverpool and Barrington Passage, 89 miles, but the route has not been finally approved of by the N.S. Government. The difficulty appears to be as to the location of the line in Queen's County near Liverpool, but according to a local paper the location in Shelburne is agreed on, and nearly all the grading between Shelburne and Jordan river on the boundary of Queen's County has been completed. On the Middleton and Victoria Beach line track has been laid for 2.87 miles from Middleton westerly, as well as a quarter of a mile of sidings. Track will be laid on the remaining 36½ miles of grade to Victoria Beach, during the current year. (Feb., pg. 49.)

Hamilton, Galt and Berlin Ry.—Application is being made at the current session of the Dominion Parliament for an act extending the time for the construction of this projected railway, and also for power to construct branch lines to Guelph and to Hespeler, and for other purposes. See Hamilton, Ancaster and Brantford Ry., pg. 111.

Hudson's Bay and Pacific Ry.—The Dominion Parliament will be asked at the current session for an act extending the time for the construction of this projected line from Fort Churchill on Hudson's Bay to Edmonton, Alta.

Intercolonial Ry.—The only section of the line upon which the bridges have not been strengthened to admit of the running of heavy engines and trains is between Chaudiere and St. Hyacinthe, Que., the work to the east of Levis having been completed. It is expected that the work of strengthening the bridges on the last remaining section of the line will be taken in hand this year. The new span for the bridge between New Glasgow and Stellarton, N.B., to replace the temporary trestle work, has been put in. It

is proposed to erect a new bridge at this point, but it is not considered likely that funds will be provided by Parliament for that purpose at the current session.

The double-track work between Halifax and Windsor Jct., N.S., is expected to be completed early in the spring. (Jan., pg. 11.)

International Ry. of New Brunswick.—Track has been laid to the Upsalquitch River, about 20 miles from Campbellton, N.B., and a two span bridge over that river was expected to be completed by the end of Feb. Some grading has been done on the extension from the Upsalquitch River towards St. Leonards, and the 88 miles to that point is expected to be completed by the end of the current year. Thos. Malcolm, the contractor, and J. M. Shanly, Chief Engineer, have their headquarters at Campbellton, N.B., (Jan. pg. 11.)

James Bay Ry.—The people of Orillia are desirous of having the line located through the town, but to do this would mean the construction of seven miles more line than would be the case if the present located route is followed. (Feb., pg. 49.)

Kootenay Central Ry.—W. Whyte, Second Vice-President C.P.R., upon returning to Winnipeg from Montreal, recently, stated that the C.P.R. had not decided to construct this projected line. The company's surveyors were going through the country with a view of ascertaining definitely the cost and the probable traffic. Some reports doubted whether the line would pay, but the residents who were anxious to have the line constructed were confident it would pay. It was doubtful, however, if it would be possible to include the line in the company's immediate programme. (Jan., pg. 13.)

London and St. Clair Ry.—W. D. Matthews, H. C. Hammond, L. A. Hamilton, H. Beatty, R. A. Smith, of Toronto, are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from the C.P.R. west of London to near Sarnia, Ont. With one exception the applicants are the same as in the application for the incorporation of the Georgian Bay and Seaboard Ry. Co., and are acting in the interests of the C.P.R. (Jan., pg. 13.)

Manitoulin and North Shore Ry.—The Dominion Parliament is being asked at the current session for an act extending the time for the construction of the projected railway lines; confirming its bond issue and the mortgage given to secure the same. Rowell, Reid, Wilkie, Wood and Gibson, Toronto, are solicitors for the promoters. (Sept., 1903, pg. 313.)

Morrissey, Fernie and Michel Ry.—This is the title of a subsidiary company of the Crow's Nest Coal Co., which operates about 12 miles of line in connection with its collieries. It is independent of the Crow's Nest Southern Ry., which is operated by the Great Northern Ry., U.S.A. The lines owned by the M.F. and M. Ry. include six miles connecting the collieries at Carbonado with the C.P.R. and the Crow's Nest Southern Ry. at Fernie, and 1.7 miles from the Crow's Nest Southern Ry. Junction at Fernie to the coke ovens. The balance of the line operated, 5.8 miles, is the Coal Creek branch of the C.P.R., which has been leased for 20 years. The company has under survey a line of its own from the coke ovens at Fernie to the Coal Creek mines, about 6.9 miles.

Moose Jaw and Edmonton Ry.—A Hitchcock, O. B. Fysh, J. H. and W. Grayson, A. R. Turnbull, G. M. Annable, R. H. Riddell, E. N. Hopkins, and J. H. McCulloch, of Moose Jaw, Assa., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from near Moose