

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central Ry.—Contractor Conmee has commenced work on the main line at Sault Ste. Marie, his contract requiring the completion of 12 miles by June 1. This will carry the line to the township of Awaes. It is expected that the main line will be completed for 40 miles to the township of Gaudette by Nov. 1, & that the first 50 miles of the main line will be completed by Dec. 31. The point of connection between the main line & the Michipicoton branch cannot be given at present, as the region is entirely unsurveyed. (Mar., pg. 72.)

In speaking before the Toronto Board of Trade recently on "An instance of industrial evolution in northern Ontario," President Clergue, of the Algoma Central, said: "We have found there, as everybody finds, that you cannot get on without a railway. We found that the watershed of Hudson's Bay came down very close to the streams tributary to Lake Superior, which were, therefore, abrupt & rapid, & the region was so rocky as to be very unproductive of timber, & it is a fact that the pulp factory to-day is drawing wood by rail from North Bay. So you can see how necessary it is for an industrial enterprise of this character to be in close touch with its raw resources. We find plenty of wood there, but we cannot get it down the rivers through this inaccessible region. We found that it was necessary to have railway admittance into the region which furnishes our raw resources, so we conceived the idea of building a railway into that region, & began an investigation of the possible routes into the various reserves. We found it practicable, & we have now applied to the Government for certain concessions, under which we expect to build a railway during the next two years, about 300 miles into that country. I wish I had now before me a large map, illustrating what that region is like, for I have an opportunity now of impressing on the Board of Trade of Toronto the great importance to them, and to the citizens of the southern part of Ontario generally, of a railway system centering towards southern Ontario. With all due respect for the C.P.R., which I admire as the most important enterprise in Canada—so far as Ontario is concerned, it had better never have been built. The timber & minerals can never pay the long rail haul to Montreal. But there must be developments by systems running north & south. Yes, even so far north as Hudson's Bay there are the most valuable resources. And, what Toronto, & what the whole of Ontario should insist upon & urge night & day upon the Government, is not to allow a railway to be built in Ontario that does not come down to the lake system. * * * We found iron mines 12 miles from Lake Superior. The only trouble was to build a railway. We began last summer to build it, & we have now spent \$500,000 upon it. The road is laid with 85 lbs. rails.

The Ontario Legislature has given the Co. a land grant of 7,400 acres a mile for 200 miles of railway from Sault Ste. Marie to Missanabie & Michipicoton. The Co. binds itself to bring 1,000 settlers a year for 10 years into the district; to provide special railway rates for settlers; to build & operate a fleet of steel steamers on the upper lakes, beginning with 4 this year, for the purpose of carrying ore; to build large reduction works, a sulphide paper mill, & to double the capacity of its pulp mills. It has also to buy the pine on the lands conceded at current market rates.

Atlin Lake to Lake Arm.—It is reported that Capt. J. Irving, of Victoria, B.C., & others, will build a line of about 3 miles over

the portage between these points, so as to be ready for use in June.

Boundary Rapid Transit Co.—R. A. Dickson & P. T. McCallum give notice of application under the B.C. Tramway Co. Incorporation Act, to incorporate a company under this name to build & operate a tramway & telephone & telegraph lines in connection therewith. Commencing without the distance of $\frac{1}{2}$ mile from the International Boundary Line, at or near Cascade City, following the valley of the Kettle River to Grand Forks; following the valley of the North Fork of Kettle River to a point on the North Fork 50 miles from Grand Forks; & beginning at a point without the distance of $\frac{1}{2}$ mile from the International Boundary, at or near Carson City; thence northerly & easterly to Grand Forks & from Grand Forks, or from some point on the line extending up the North Fork, by way of Phoenix & Greenwood, to a point without the distance of $\frac{1}{2}$ mile from the International Boundary, at or near Midway.

Canada Atlantic.—It is not expected that work will be started on the Central station in Ottawa this year, as it is not likely that the Department of Militia will vacate the military stores building in time. (Feb., pg. 41.)

An item is again going the rounds of the daily papers stating that this Co. has decided to erect a second grain elevator at Depot Harbor, with a capacity of 1,500,000 bush. We contradicted this report in Feb., and are again officially informed that it has no foundation. The Co. has all the storage & transshipping facilities at present required at Depot Harbor.

The Ontario Legislature has voted a subsidy to the Central Counties Ry. Co., whose line is leased to the C.A.Ry., to extend its Rockland branch, which now runs from South Indian on the main line to Rockland, 21 miles, a further distance of about 7 miles to Clarence Creek, the subsidy being at the rate of \$1,200 a mile.

Canadian Northern.—The settlers of the Lake Frances district are urging the Manitoba Government to arrange for the 40 miles of line built by the Winnipeg & Hudson's Bay Ry. Co. some years ago to be put in running order & to connect the same with an extension of the Canadian Northern eastward from Gladstone which would give that line an entrance to Winnipeg. (Mar., pg. 72.)

Arrangements are being made to recommence construction at last year's terminus, 220 miles from Gladstone Jct., & it is expected that the line will be carried as far as the Great Saskatchewan this year. (Feb., pg. 41.)

The station names on this line are to be put up in enameled iron plates, supplied by the Acton Burrows Co., Toronto, instead of painted wooden signs.

Superintendent Hanna & R. J. Mackenzie recently waited on Premier Macdonald at Winnipeg to request that the aid alleged to have been promised by the late Manitoba Government to the Gilbert Plains branch should be given by the present Government. Mr. Macdonald promised that the matter would be brought up at the first full meeting of the executive council, but gave no assurance that the request would be favorably entertained.

Central Ontario.—The Ontario Legislature has granted this Company a subsidy of \$3,000 a mile for 40 miles of line to be built from Bancroft to which point the line is now being extended from Ormsby to the Canada Atlantic Ry. between Madawaska & Whitney. (Mar., pg. 72.)

Comox & Cape Scott.—When this bill came up before the Railway Committee of the House of Commons recently it was amended by reducing the stock from \$10,000,000 to \$6,000,000, & a clause giving power to bond the road by sections was dropped. Mr. McInnes, M.P., endeavored to have inserted a clause forbid-

Crow's Nest Pass Ry.—When at Nelson recently Manager Whyte made the following announcement as to the improvements to be made there. A large station & office building will be erected at the foot of Baker St. where it intersects Slovan St. The plans for the depot have not been finally decided upon. Superintendent Troup & Engineer Gutelius, as well as the train master & despatchers, will have offices in this building, & the telegraph, ticket & district freight agent's offices will be in an uptown block. All the other buildings will be north & west of the station, the latter being on the south side of the main line & the other buildings on the north. The public will, therefore, cross no tracks in visiting the station or offices. The freight shed will be as large as the Co. deems will be required for years to come & will be over twice as large as the present one. It will be located on the high ground across the flat from the station site. The round house will be nearer the lake & in it will be included a machine shop, which will be used for car repairing until such time as the traffic demands a building for this work alone. Coal pockets will also be erected. The side-tracks will cover the whole flat. They will be laid above the level of the flat in order to avoid trouble from high water. (Jan., pg. 7.)

Columbia & Western Ry.—The C.P.R. annual report for 1899 shows that during the year there was expended on the construction of the extension of this leased line from West Robson to Midway \$2,320,470.16.

On the extension from West Robson to Midway, stations have been built at Cascade, Grand Forks, Eholt & Greenwood, & are yet to be erected at Midway, Phoenix & Hartford Jct. (Mar., pg. 71.)

Pacific Division.—Large gangs are at work covering the line from Vancouver to Field, ballasting & otherwise improving the whole road in readiness for the Imperial Limited service which is expected to be reinaugurated this spring. (Feb., pg. 39.)

Shuswap Lakes.—It is said the management has decided to put some house-boats on these lakes for the accommodation of tourists.

The Vancouver & Lulu Island Ry. is to run directly south from Vancouver to the north arm of the Fraser River, a distance of $5\frac{1}{2}$ miles. The work will be very light, the grades not exceeding $2\frac{1}{2}\%$ & the curves not exceeding 5° . On Apr. 4 we were informed that the work of clearing had been let & that grading contracts were about being entered into. The ultimate destination of the railway will no doubt be Steveston, but it is only intended to build as far as the north arm of the Fraser this summer, & no decision has been come to as to the extension beyond that point. The road will be run by electricity at the outset & probably permanently. (Feb., pg. 40.)

Mineral Range.—Maps have been approved by the Railroad Commissioner of Michigan showing a proposed extension of this line in Ontonagon County, with a crossing of the line of the Copper Range R.R., near Mass City.

Quality of Rails.—At a recent meeting of the American Railway Engineering & Maintenance of Way Association in Chicago, Chief Engineer Peterson, of the Canadian Pacific, asked Capt. Hunt who is the authority on steel rails, why it is that the railways do not get as good rails as they did in the olden days. There are 56 lbs. rails at present in use on the C.P.R., laid in 1875, & which have been subjected to the heaviest use, which are better than the 80 lbs. rails the road can buy nowadays. Capt. Hunt replied that the modern rail does not give as good results as obtained from the original steel rail, or that made in the earlier days of the Bessemer manufacture, because the same care is not expended in its construction.