

Railway Development, Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta & Great Waterways Ry.—J. D. McArthur, President, in an interview at Edmonton Feb. 7, is reported to have said that after the completion of track laying into Fort McMurray, which it was expected to have done by Mar. 31, that the company's energies will be devoted to the ballasting of the line, and the completion of the necessary buildings, and that no further construction beyond Fort McMurray is contemplated at present.

The A.&G.W.R. is now receiving about 7,000 tons of 60 lb. steel rails, to complete an order for 25,000 tons given the Algoma Steel Corporation last year (Feb., page 49).

Athabasca & Fort Vermilion Ry.—The following telegram is said to have been received in Athabasca Landing, Alta., from C. F. Law, Vancouver, B.C., representing Lord Rhondda (D. A. Thomas), who is behind this projected railway:—"Everything all right. Official authority to proceed." What this telegram implies is known only to the company's agents, but probably the only manifestation of activity is the work of a survey party, and the preparation of a bill for presentation to the Alberta Legislature, providing for the guarantee of the company's bonds for the building of the line from Athabasca Landing to Fort Vermilion. A deputation from the district is being arranged to ask the Government to take charge of the bill. (Nov., 1915, pg. 437.)

Atlin Ry.—The Dominion Parliament is being asked to extend the time for the building of this projected railway from Atlin, B.C., southerly to where the Taku River crosses the International Boundary between British Columbia and Alaska. (July, 1914, pg. 323.)

Canmore Ry.—The Alberta Legislature is being asked to incorporate a company with this title to build a railway from the C.P.R. to No. 2 Mine, Canmore, with branches to the Georgetown Colliery and No. 1 Mine, Canmore, in Tps. 24 and 25, ranges 10 and 11 west of the 5th meridian. Clarke, Carson, Macleod & Co., Calgary, Alta., solicitors for applicants.

Central Canada Ry.—In an interview at Edmonton, Alta., Feb. 7, J. D. McArthur, President, is reported to have said it is expected to have the Hart River bridge completed by Mar. 31. The track will then be laid to Peace River Landing, and train service will be established through to that point from McLennan on the Edmonton, Dunvegan and British Columbia Ry. Plans are being prepared for the steel bridge to be built across the Peace River at this point, the estimated cost of the bridge being \$750,000. It will be a combined railway and traffic bridge. At present traffic is carried across the river by a ferry under the British Columbia Government's control, but is liable to be interrupted by ice. It is not intended to do any work on the bridge this year, but it is hoped to start construction in the spring of 1917. The province has guaranteed bonds for the construction of the railway for 50 miles beyond the Peace River, to the Waterhole district. Although the line has been located, according to Mr. McArthur's statement, no grading will be done this year, the only work to be done being the ballasting of the 50 miles from McLennan to Peace River, and the completion of the buildings on the line.

We are officially advised that surveys have been made for an extension of the main line from Peace River Crossing to the Alberta-British Columbia boundary, 10 miles; and that a branch line is under contract from mileage 101 on the Alberta & Great Waterways Ry. easterly for 10 miles. Surveys are being made for an extension of this branch from mileage 10 to the Alberta-British Columbia boundary. (Feb., pg. 49.)

Churchill Southern Ry.—The Manitoba Legislature has extended the time for the building of this projected railway from Fort Churchill to Kettle Rapids on the Hudson Bay Ry., with branch lines to any point in Manitoba. A motion to read the bill a third time in six months was defeated Jan. 28 by 38 votes to 3. (Feb., pg. 49.)

Dominion Government Ry. to Hudson Bay.—It was stated by Mr. Blondin, on behalf of the Minister of Railways, in answer to questions in the House of Commons, Feb. 3, that there had been expended on account of this railway to Jan. 6, \$15,465,304.70. Of this amount, \$10,446,592.90 was expended upon the railway proper, including \$683,166.75 on bridges, trestles and culverts, while there had been expended on harbors and approaches \$5,018,711.74, including \$163,012.30 expended upon bridges. There were 378 miles of grading completed and steel had been laid to mileage 242. It is expected that steel will be laid to Port Nelson early in 1917, and that the harbor will be ready for traffic, though incomplete, about the time the railway will be ready for operation. The Marine Department had expended \$21,293.96 on the project.

Delivery has commenced of 10,000 tons of 80 lbs. steel rails ordered for this line last year from the Algoma Steel Corporation and is expected to be completed by the end of March. They are being shipped by rail from Sault Ste. Marie to Pas, Man. (Jan., pg. 10.)

Edmonton, Dunvegan & British Columbia Ry.—Tracklaying is reported to have been completed to Spirit River, 357 miles from Edmonton, Alta. It is expected to extend the train service from McLennan to Spirit River Mar. 1. Tracklaying on the branch line from Spirit River to the Grand Prairie Settlement was started Feb. 1, and was expected to be completed by Mar. 31. This branch will be 60 miles long. J. D. McArthur, President, in an interview at Edmonton, Feb. 6, is reported to have said that no further construction will be gone on with after the completion of tracklaying this year, as the whole of the company's energies will be devoted to ballasting and completing the lines already graded. (Feb., pg. 49.)

Gananoque & Arnprior Ry.—The Ontario Legislature is being asked to revive the company's act of incorporation and to extend the time for the building of the projected railway from Gananoque to Arnprior, with branches from Morton to Lyndhurst, and from an unnamed point on the line to Ottawa. The lines are to be operated by steam, electricity or other motive power. Chrysler and Higgerty, Ottawa, solicitors for applicants.

The Grand Trunk Ry. has ordered from the Algoma Steel Corporation 1,100 tons of 90 and 100 lb. rails, in short lengths, for frog and switch purposes. Delivery is to be made within 6 months.

Grand Trunk Pacific Ry.—The grading of the Prince Albert Branch we are officially advised has been completed into Prince Albert, Sask., and track was laid across the bridge over the Saskatchewan River, at mileage 57 from Young, during 1915. A train service is being operated to this point. The distance from the river to Prince Albert is about 25 miles, but it has not yet been decided when track laying will be gone on with.

The Saskatchewan Government has approved of plans for the carrying by the Grand Trunk Pacific Saskatchewan Ry. of Coteau Ave., Morton Ave. and Fourth Ave., across its Weyburn Branch. (Feb., pg. 49.)

Great Northern Ry. Lines in Canada.—The Minister of Railways for British Columbia informed the G.N.R., Feb. 2, that the plans submitted for the new station on the False Creek flats, Vancouver, do not fulfil the requirements of the agreement. In an interview the Minister of Public Works is reported to have said: "No detailed plans have been submitted, but in the preliminary drawings our engineer has seen, it appears, that the value guaranteed by the G.N.R. is not there, and we are not going to pass the plans until the value mentioned in the agreement signed by the G.N.R. is shown. We certainly expect the G.N.R. to live up to its agreement and spend the \$500,000 agreed upon."

O. S. Bowen, of the G.N.R. engineering staff, was in Vancouver Feb. 1, and is reported to have said the contractors had been given plans for the foundation work of the new station, and were preparing to start work. The question of the new frontage was being considered, but no decision had yet been reached. The proposal is that the frontage be set 75 ft. further back from Main St. than the plans showed. (Feb., pg. 49.)

High River, Saskatchewan & Hudson Bay Ry.—The Dominion Parliament is being asked to extend the time for the building of this projected railway from any point in Tps. 25 to 28, range 1, west 4 meridian, Alberta, to Saskatoon, Sask., to the Saskatchewan-Manitoba boundary between Tps. 52 and 56, and on to Pas, Man. The provisional directors mentioned in the original act, passed in 1912, are:—H. N. Sheppard, F. Crandell, T. E. Le Claire, C. A. Gigot and G. D. Stanley. High River, Alta., where the head office is situated. (Dec., 1914, pg. 544.)

Intercolonial Ry.—F. P. Gutelius, General Manager, Canadian Government Railways, is reported to have said at a public dinner in St. John, N.B., recently that the entire surplus of the Intercolonial Ry. for the year, which was estimated at \$1,000,000, would be expended upon betterments. Referring to the question of elevator accommodation at St. John, he said the improvements contemplated ultimately made reconstruction of the elevator on the old location impossible, and he was of opinion that the remedy was the provision of a slip and elevator on the Reid's Point area.

In an interview at Montreal, Jan. 31, Mr. Gutelius is reported to have said it was hoped to begin doing business at the new terminals at Halifax, N.S., next year. The cutting on the new line round the city was about completed, and it was expected that the contract for the new