

Railway Development.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta and Great Waterways Ry.—The construction programme for the year, J. D. McArthur, President, is reported to have said in a recent interview, contemplates the completion of grading to Fort McMurray, Alberta, mileage 300 from Carbondale, the point of junction with the Edmonton, Dunvegan and British Columbia Ry. Track has been laid from Carbondale to mileage 135, about 21 miles north of Lac la Biche. While grading is expected to be completed to Fort McMurray by the end of the year, it is not expected that the track will reach that place until Mar., 1916. (April, pg. 136.)

Bassano and Bow Valley Ry.—We are officially advised that while the contracting firm of Grant Smith and Co. and McDonnell, Calgary, looked into the matter of the construction of this line, there is no authority at all for the press reports stating that they had acquired the charter. (May, pg. 170.)

Burrard Inlet Tunnel and Bridge Co.—The directors are taking legal advice as to the situation created by the fact that the legal advisors of two municipalities are of opinion that the bylaws authorizing the raising of funds for the building of the bridge must be re-submitted to the rate-payers, while the legal advisors of the two other municipalities are of the contrary opinion. The municipality of the district of North Vancouver, which has the largest interest, has decided not to pay out any further money on account of the bridge project unless the money bylaws are re-submitted to a vote. (April, pg. 136.)

Central Canada Ry.—J. D. McArthur, President, is reported to have said in a recent interview that the construction of the line from McLennan, Alberta, to Peace River, 50 miles, would be proceeded with immediately and completed this year. Grading is completed for about 28 miles, from McLennan, the Junction point with the Edmonton, Dunvegan and British Columbia Ry., and track had been laid to April 20, on about 20 miles. (May, pg. 170.)

Dominion Atlantic Ry.—A steel railway bridge on concrete piers was completed recently over the Avon River in Nova Scotia. The Avon flows into Minas Bay, an affluent of the Bay of Fundy, which accounts for the fact that tides in the river reach 35 to 40 ft. The bridge is 1,200 ft. long c. to c. of abutments, with 9 concrete piers all on rock or hardpan, 35 ft. below river bed, except one which is carried on piles. The rock is overlaid with 5 ft. of gravel covered with 15 ft. of shifting sand. The current reaches as high as 8 miles an hour. Foundation work was extremely difficult, and had to be done at low tide—allowing only 3½ hours a day for a shift. The bridge was built in two years by the Nova Scotia Construction Co., Ltd., of Sydney, N.S., with A. S. Kennedy, Construction Superintendent.

Edmonton, Dunvegan and British Columbia Ry.—In a recent interview J. D. McArthur is reported to have stated that the head of steel had reached Big Smoky River, mileage 290 from Edmonton, Alberta, and that it is proposed to complete the line to mileage 357, or six miles west of the Spirit River settlement. The projected branch to Grand Prairie district, will leave the main line in the vicinity of the Spirit River settlement, and will be about 60 miles long. The surveys will be rushed to completion, and grading will be done during the year, but it is not expected that track

will be laid until the spring of 1916.

The construction of the Grand Prairie branch presents some difficult features, the principal being the steep declivity on the east bank of the Big Smoky River, and the overcoming of the Birch Hills, which lie between the Big Smoky River and Grand Prairie city. (May, pg. 170.)

Hardy Bay and Quatsino Sound Ry.—A press report stated, May 11, that W. E. Cullen, Spokane, Wash., colliery proprietor, and J. F. Twohy, railway contractor, had gone to Hardy Bay, Vancouver Island, to take over some coal properties, and to inspect the route of the projected 17 mile railway to connect Hardy Bay with Coal Harbor, on Quatsino Sound. (Aug., 1909, pg. 573.)

Intercolonial Ry.—Tenders were received by the Department of Railways, up to May 28, for building a spur line of 2.3 miles, leaving the main line about 1.8 miles east of Bathurst, N.B. This is the spur for the construction of which \$62,400 was voted at the Dominion Parliament last session. Industrial sidings will be built from the spur to serve the Bathurst Lumber Co., new pulp mill and other mills. (May, pg. 183.)

Kent Coal and Ry. Co.—The New Brunswick Legislature has incorporated a company with this title to build a railway from Rexton to Richibucto Head, and from Rexton to Minto or Chipman, crossing the Intercolonial Ry. between Kent Jct. and Adamsville, N.B. (April, pg. 136.)

Kettle Valley Lines.—We are officially advised that it is the intention to operate the line between Midway and Merrif, B.C., for the present under the control of the K.R.V. Ry., of which J. J. Warren is President. The service will be operated connecting with the C.P.R. at both ends of the line, and C.P.R. rolling stock will be used.

The track on the section of the line from Osprey Summit to Princeton, B.C., was tied up with the Vancouver, Victoria and Eastern Ry., April 21, and the ballasting on the section was expected to be fully completed May 31. (May, pg. 171.)

Lake Erie and Northern Ry.—We have been officially informed that the line is completed from Galt to Brantford, and that grading is completed southerly from Brantford to within a mile of Port Dover, Ont. The bridge at Waterford was expected to be completed by May 31, and the one over the Grand River at Brantford is expected to be completed by July 1. Track has been laid on the southerly section of the line between Waterford and Simcoe, eight miles, and Johnson Bros., the contractors, expect to have the grading and track laying completed by Aug. 30.

In connection with the projected operation of the line by electricity enquiries are being made for electric material and there appears to be no doubt that the line will be electrified.

A proposition has been made by the company to the Brantford City Council for certain running rights over the Grand Valley section of the Brantford Municipal Ry., at Galt, and between Paris and Brantford. The matter came before the City Council, April 27, when representatives of the Board of Trade were invited to confer with the Brantford Railway Commissioners as to the project. It was stated, May 3, that the city might sell the Grand Valley section of the line to the L. E. and N. R. (May, pg. 171.)

Roberval-Saguenay Ry.—The following details of this railway, which includes the

line built under the charter of the Ha Ha Bay Ry., are contained in a recent judgment of the Quebec Public Utility Commission:—The main line extends from Bagotville (or St. Alphonse) on the shore of Ha Ha Bay to St. Mathias (or Ha Ha Bay Jct.) on the Quebec and Lake St. John Ry., 19.38 miles. From Laterriere Jct. a branch extends to Laterriere, 6.50 miles, and while construction has been carried out to Portage des Roches, 12 miles from Laterriere Jct., this latter portion has not been opened up to regular trains. From La Brosse Jct. to Chicoutimi West there is a second branch 3.35 miles, operated by electric power. A branch to St. Alexis, one mile, is projected and subsidized by the Provincial Legislature and the Dominion Parliament, but no work has been done on it. (July, 1914, pg. 323.)

St. John and Quebec Ry.—The New Brunswick Legislature has extended the time for building the section of the line from Centerville to Grand Falls. Under the original contract the whole line was to be completed by Sept. 30; the new provision authorizes the carrying on of the work without unnecessary delay. The Government in submitting the measure said the line from Centerville to Gagetown was in operation and the 40% of the receipts to which it was entitled under the operating contract had been paid to the province by the Intercolonial Ry.

The act provides among other things that the Government may retain from the sums received out of the sale of bonds, such amounts as may be necessary to meet outstanding claims against the contractors. Acting under this provision the Government is asking that all outstanding claims be submitted for adjustment so that they may be settled out of the money in hand as far as it will permit. (Feb., pg. 57.)

Taber Transit Co.—A meeting of shareholders was held May 1 at the Superior Coal Co.'s offices, Taber, Alta., to ratify a bylaw authorizing the issue of bonds for \$12,000 a mile for the projected railway from Taber, to connect with collieries in the vicinity, and to give connection with the C.P.R. Suffield branch and with Bow City, to ratify an agreement with J. F. Kramer and W. E. Bullock for the purchase of certain lands, and for the completion of organization. The notice calling the meeting was signed by J. F. Kramer, one of the provisional directors. (April, 1914, pg. 166.)

Toronto, Hamilton and Buffalo Ry.—It is said that nothing further will be done in the matter of the application of the Hamilton, Ont., City Council to the Board of Railway Commissioners for an order compelling the T., H. and B. R. to elevate its line along Hunter St., for some time. A city official is reported to have stated that Canadian Northern Ry. interests are cooperating with the T., H. and B. R. officials, and that a plan will ultimately be submitted for the elevation of tracks, and the entrance of the C.N.R. into Hamilton, which will settle a number of questions that have been under discussion for some considerable time. (April, pg. 137.)

Railway Lands Patented.—Letters patent covering Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, were issued in March, as follows:

	Acres.
Calgary and Edmonton Ry.	2,724.00
Canadian Northern Ry.	800.00
Canadian Pacific Ry.	397.51
Edmonton, Dunvegan and British Columbia Ry.	108.09
Grand Trunk Pacific Branch Lines Co.	30.36
Qu'Appelle, Long Lake and Saskatchewan Rd. and Steamboat Co.	1,579.68
Total	5,639.64