

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

In addition to the information given below, particulars of the subsidies voted at the recent session of the Dominion Parliament will be found on pg. 167.

Algoma Central and Hudson's Bay.—Several exploration parties will be sent out this summer for the purpose of locating a route for the extension of this line. The terminal point of the line will be at Moose Factory, or some other point where more suitable harbor facilities may be found. (May, pg. 153.)

Arrowhead and Kootenay.—See "C.P. R. Construction," etc., pg. 177.

Canada Atlantic.—E. J. Chamberlin, General Manager, speaking of the proposed short line of 100 miles between Ottawa and Montreal, recently stated that two routes were being surveyed. The first plan is from Glen Robertson to the G.T.R. bridge at Ste. Anne's, 20½ miles from Coteau; the second from Glen Robertson by a tangent to Ste. Marthe, St. Lazare, across the County of Vaudreuil, up to l'Ile aux Tourtes, three miles above the bridge at Ste. Anne, then directly to Montreal. It was reported later that a route from St. Justine to Vaudreuil was also being surveyed, and Mr. Chamberlin has stated that the C.A. R. is satisfied with the latter route, and will proceed with the permanent location. This cut will shorten its mileage between Ottawa and Montreal by 8 miles, the total distance between the two points by the proposed new route being 108 miles. The piece of line to be constructed on this route would be 16 miles long. It would leave Coteau Jct. off the main line. The gradients would be about 5 ft. to the mile, curvature 30 min. Concrete arch structures would be built over all streams.

Since the above was written we have been officially informed that, while the St. Justine-Vaudreuil route has been decided on, nothing is being done about construction, as the management feels there is no object in spending money to reach Montreal by a shorter route, until the Dominion Government takes some measures to improve the port. Although an appropriation of \$1,000,000 has been voted by Parliament for the last-named purpose, there is no sign of any action being taken to expend it.

J. R. Booth says that the building of the Central Station in Ottawa will be commenced in Sept., the Government not giving up possession of the militia stores until then.

Canadian Northern.—A seven stall round-house has been built at Port Arthur, together with repairing shops and extensive siding accommodation.

An elevator capable of containing 1,500,000 bush., and costing \$350,000, is being erected on the dock at the foot of Arthur St., Port Arthur. J. A. Jamieson, of Montreal, is the contractor. Seven thousand piles have been driven to provide a foundation for the superstructure. The freight shed on the dock is 40 ft. wide and 175 ft. long.

The Co. proposes, in conjunction with the C.P.R., to build a union station at the foot of Arthur St., Port Arthur, and on its own account to build a \$50,000 hotel, provided an agreement is arrived at between all parties concerned as to the disposal of the government reserve.

The contract for clearing the right-of-way on the Duluth extension, from Stanley to Gunflint, has been let to S. Yorke. New ties will be put in, and the road bed and rails brought up to the standard of the main line.

The first section of 125 miles of the Ontario division from Stanley west has been inspected by the Dominion and Ontario railway in-

spectors, and passed. It was then handed over to the operating department, and a train service put in operation. The roadbed is 1 ft. wider than the government's regulations call for, while the curvature, except in one or two instances, is well within the limit. The grades are easy.

Rails have been laid some seventeen miles beyond Atikokan or 156 miles from Port Arthur, and the grading of the road from this point to Rainy lake is being actively pushed forward. The work of bridging Rainy lake has been let to J. R. Turnbull. It will be divided into two sections, the first 21-44 miles long, the longest stretch being ½-mile; the second section is 3 miles in length taking in Commissioner's bay and Poey inlet. The grading of the road between Fort Frances and Beaver Mills on Rainy River is going on very rapidly. The International bridge, carrying the line across Rainy River into Minnesota, is under construction, everything being almost ready for the building of the steel superstructure. The bridge is a quarter of a mile in length.

W. Mackenzie stated to a reporter, May 15, that the section of the line between Port Arthur and Winnipeg would be completed in time to permit it to participate in taking this year's wheat crop of Manitoba and the Northwest to Lake Superior.

Kelly Bros. are the contractors for the preliminary work on the Red River bridge. It will be constructed in almost a straight line from the foot of Water St., Winnipeg, the St. Boniface end being 17 degrees out of being a straight line. R. J. Mackenzie recently stated that provision would be made on the bridge for foot passengers.

The C. N. officials will occupy the former headquarters of the Northern Pacific Ry. Co. at Winnipeg.

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