

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska.—M. J. Heney, who was contractor for the White Pass and Yukon Ry. from Bennett to White Horse, recently arrived in Yukon, having inspected the preliminary survey for a railway between Valdez and Eagle. The survey was made by engineers who located the line for the W.P. and Y. R. They found a pass through Copper River Mountain, the highest altitude of which is 2,400 ft., or 400 ft. less than White Pass. The proposed road will be between 450 and 500 miles long, following the Government trail part of the distance. Mr. Heney figures that he can build the road in two years, by starting construction at both ends. It is said he will go to New York and London this winter to finance the project. (Aug., pg. 225.)

R. Barbier, Manager of the Russo-China Bank of Peking, representative of the Russian Government, and Manager of the Manchurian Ry., who has recently been in the U.S., is credited with a gigantic scheme of railway communication designed to unite Alaska and Siberia, and furnish rail and water connections between Circle City and Vladivostok, the eastern terminus of the Trans-Siberia Ry. at a cost of \$200,000,000.

Algoma Central and Hudson's Bay Ry.—There has been completed and is in operation 43 miles of the main line of this railway from Sault Ste. Marie, the present terminus being at Achigan. There is under construction a further distance of 128 miles which will carry the line to Park Lake Jct., the point at which the Michipicoten branch will join the main line. It is expected that rails will be laid on 28 miles of this 128 by the end of Nov., carrying the track to or a little beyond Chippewa river. Grading on the remaining 100 miles will be proceeded with as rapidly as possible, and it is expected that it will be completed by Aug., 1902. Track laying on this portion of the line will be done as fast as the grade is turned over to the Co. The contractors are Fauquier Bros. and Conmee & Bowman. W. Z. Earle is Chief Engineer. The sectional engineers from Goulais to Chippewa river are: C. R. Boucher, E. Force, H. Brunnell, and G. L. Mattice. From Chippewa river to Park Lane Jct. there are division engineers C. Gardin, C. Mitchell, and C. Perry, with J. L. Boyd, F. J. Mackie, G. L. Law, W. V. Taylor, J. Davidson, and W. J. Clifford in charge of sections. H. M. Stone is Bridge Engineer and C. H. Morse is his assistant.

No further contracts have been let, but location surveys are being made for the continuation of the line from Park Lake Jct. to the C.P.R. transcontinental line, by F. E. Simar and A. True, and northerly from the C.P.R. line to James' Bay, the survey is in charge of C. F. Hannington.

The Michipicoten branch from Michipicoten harbor to the Helen Mine is 11 miles long and is open for traffic, one train a day being run in each direction.

Track has been laid for 3 miles on the Josephine branch from its junction with the Michipicoten branch, and we were recently informed that track laying on the remaining 7½ miles would be completed by the end of Aug.

Atlantic and Lake Superior Ry.—The bridges referred to in our last issue as being under construction are on the old portion of the line between Caplin and New Carlisle. We were recently advised that the extension from New Carlisle towards Paspébiac had not been commenced, but that it would probably be gone on with this year, as the contract between the Dominion Government and the trustees of the bondholders who have possession

of the railway was about to be signed. C. R. Scoles is General Manager, also contractor. J. M. Shanly is Engineer. (Aug. pg. 225.)

Brockville, Westport and Sault Ste. Marie Ry.—The roadbed is being relaid with new ties under the supervision of Roadmaster Stinson.

In reference to the proposed extension northward from Westport, we are informed that it is intended to proceed with this just as soon as legislation can be procured for the reorganization of the Co., and the Government bonus is revoked. (Aug. pg. 225.)

Bruce Mines and Algoma Ry.—A contract has been let for the construction of 14½ miles of this line from the C.P.R. at Bruce Mines to Rock Lake, out of 16.6 miles projected from Lake Huron at Bruce Mines to the Rock Lake Mining Co.'s concentrating mill. It is proposed to construct the section from the lake shore to the C.P.R. tracks next spring. Birmingham & MacMartin, of Sault Ste. Marie, are the contractors for the 14½ miles; they have commenced work and the contract calls for completion of the line by Dec. 15. The grading will run about 10,000 cubic yards to the mile, and, with the exception of about 10,000 cubic yards of solid rock, is all earth of a clay nature. The structures will be ordinary pile and timber trestles; there will not be any masonry work. The maximum grade will be 1-5%, and the maximum curve 9°. The line will be laid with 56-lb. rails, and will be operated by the Co. in connection with its copper mines. The rolling stock proposed to be purchased for use during the winter consists of one engine and 15 or 20 cars. The line was located by R. K. Russel, who is also engineer in charge of construction. There is a Dominion subsidy of \$28,800 for 9 miles of the railway, and of \$39,000 for 13 miles from the Ontario Legislature. (Aug. pg. 225.)

The officers of the Co. are: President, J. McKay, Sault Ste. Marie, Ont.; Vice-President, S. Skall, Cleveland, Ont.; General Manager, A. S. Burrows, Bruce Mines, Ont.; Treasurer, H. Will, Buffalo, N.Y.; Secretary, L. C. Holden, Sault Ste. Marie, Ont.

Canadian Northern Ry.—See pgs. 262 and 279.

Canada Ry. and Coal Co.—E. A. Smith, J. Friel and C. N. Skinner were incorporated at the last session of the New Brunswick Legislature under this title to construct a standard gauge railway from a junction with the Central Ry. near the head of Grand Lake, to a junction with the I.C.R., near Moncton. The Co. is also authorized to carry on a coal mining business. The Co. has a capital of \$40,000, and may issue bonds to the extent of \$10,000 a mile of railway constructed, and debentures in respect of its coal lands. The line is to be commenced in two years and completed in five. The name of this Co. was used on pg. 225 of our last issue instead of the New Brunswick Coal and Ry. Co.

Carleton and Miramichi Ry.—On this line, which is projected from the C.P.R. at Bristol, N.B., to Foreston, N.B., 26 miles, construction is not likely to be commenced this year, but it is hoped to build 16 miles next year. In 1890 the Dominion Parliament voted a subsidy of \$15,400 for 17 miles from Bristol, and this year the N.B. Legislature voted a subsidy for 10 miles. The objective point of the line is to the fork of the southwest Miramichi, where there is an immense water power and an abundance of black forest for pulp. M. Welch, of Bristol, and T. Lynch, of Fredericton, both lumbermen, are the promoters. (Aug., pg. 227.)

Cape Breton Ry. Extension Co.—R. W. Leonard, Chief Engineer and Manager of Construction, has been in Halifax for the

purpose of filing plans and obtaining the approval of the N.S. Government for the portion of the line already located from the Strait of Canso to St. Peters, so that construction may be started without delay. The location survey is being pushed forward, and a party headed by Mr. McCarthy, was working at Lynche's River in Aug.

Seven carloads of steel rails are reported to have been delivered, and E. Van Aken, Manager of the Manhattan Construction Co., says all the rails and other supplies for the construction of the line have been purchased. (June, pg. 226.)

Chateauguay and Northern Ry.—F. A. Hibbard is engineer in charge of construction of this line, which is to extend from Montreal to Joliette, 36 miles. It is to be a steam road, and it is understood that it will be leased to the Great Northern Ry. after completion. See under "Great Northern Ry.," pg. 273 (Aug., pg. 227.)

The line will start from the C.P.R., near Moreau St., Hochelaga, Montreal, and run parallel to the Montreal Terminal Ry. to the crossing of the River des Prairies at Charlemagne, thence to L'Assomption, crossing the Montreal-Quebec line of the C.P.R., near L'Epiphanie Station, thence continuing to the Great Northern Ry., near that Co.'s station at Joliette. The bridge across River des Prairies between Bout de L'île and Charlemagne will be a steel structure conformable with the Dominion Government specifications, clause 1, including a roadway 10 ft. wide at each side. The greatest curvature on the line will be 4° and the maximum radiant. 6 per hundred. The rails are to be 70 lbs. to the yard. Smith & Abbott, of New York, were announced as the contractors, but we are informed that a change has been made and that Mr. Abbott is the sole contractor for the whole work, excepting the bridge superstructure.

Cockburn Island.—Press reports say that the Clergue interests will build a dock at Cockburn Island, Lake Huron, and a railway thence to the limestone quarries on the island.

Crawford Bay Ry.—Col. N.W. Brayton, of Kaslo, B.C., was recently credited by press despatches with stating that 12 miles of this line would be built from Crawford Bay towards the Kootenay river, opposite Fort Steele, this year. On July 30 we were officially informed that no decision had been arrived at in regard to construction. In addition to Col. Brayton, R. Irving, Manager of the Kootenay Ry. and Navigation Co., and A. Wheeler, of Kaslo, are incorporators. (Aug., pg. 230.)

Crow's Nest Southern Ry.—See pg. 276.

Duluth, Virginia and Rainy River.—This Co., incorporated April 3, 1901, under the laws of Minn., to build from Virginia, Minn., in the Rainy Lake country, has filed amended articles increasing its capital stock from \$1,500,000 to \$2,000,000, and has asked for bids for the first 20 miles of its line. W. H. Cook, Duluth, Minn. is President.

Edmonton, Yukon and Pacific Ry.—The right of way for this line from Strathcona to Edmonton, 4½ miles, has been cleared, and the contractor, M. McCrimmon, is pushing on with the grading. The route crosses the Mill Creek twice, and the channel of the creek is diverted in one place. From its entry into the Mill Creek ravine the route is over a succession of gullies sandwiched between hills, which necessitates heavy grading throughout and the construction of several culverts or bridges. The line will cross the Saskatchewan river over the bridge built by the Dominion Government, which was described and illustrated in our issue of Dec., 1898. For the present, until the line is extended westerly the Edmonton station will be on the flat between 1st and 2nd street on the Hudson's Bay pro-