

Railway Development.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta and Great Waterways Ry.—A start was made with the construction of the A. and G.W. Ry., under the new conditions, Jan. 3, when J. L. Coles, M.L.A., turned the first shovelful of earth for the building of the short piece of line which is to connect the Edmonton, Dunvegan and British Columbia Ry. with the right of way secured and partially graded by the old A. & G.W. Co. This junction point is at Carbondale, about two miles north of Sturgeon River, and 12 miles out of Edmonton, on the E.D. and B.C. Ry. A large gang is being set to work clearing up the right of way, and doing other work preparatory to the starting of grading in the spring. W. R. Smith is Chief Engineer of this line, as well as of the E.D. and B.C. Ry., and construction will be done by J. D. McArthur. (Jan., pg. 21.)

The Alberta Metropolitan Ry. is owned by the interests which own the Dominion Co-operative N.T. and Realty Co., Calgary, the officers and directors of which are:—President and Manager, W. J. C. Madden, Calgary, Alta.; Vice President, W. H. Clipperton, Toronto; Secretary-Treasurer, E. P. Maden, Calgary. The A.M. Ry. has power to build lines in and around Calgary, and is engaged in building a line from Calgary Jct. to a junction with the Calgary Municipal Ry. It is reported that at Dec. 31, 1913, about four miles of grading had been completed, and that it was expected to have the line in operation by July. The controlling company is engaged in the real estate business, and operates general stores on the land it is opening up for settlement. (Jan., pg. 21.)

Algoma Eastern Ry.—A regular train service has been put on the extension to Little Current, Manitoulin Island, Ont., the Board of Railway Commissioners having authorized operation over the bridge between Goat Island and Manitoulin Island, and on the spur to Little Current. (Oct., 1913, pg. 475.)

Bruce Peninsula Ry.—Application is being made to the Dominion Parliament to incorporate a company with this title to build a railway, to be operated by steam, electricity or other motive power, from Wiarton, northerly to Tobermory, Bruce County, Ont., with branch lines. Power is also asked to operate steamboats and car ferries. E. C. Spearman, Owen Sound, Ont., solicitor for the applicants.

Burrard Inlet Tunnel and Bridge Co.—The directors decided, Dec. 30, to invite tenders for the building of a bridge across the Second Narrows of Burrard Inlet, Vancouver, B.C., on plans prepared by Sir John Barry, London, Eng., at an estimated cost of \$2,225,000. Tenders will be received up to April 1. The company is formed of representatives of the cities of Vancouver and North Vancouver, and the municipal districts of North and West Vancouver, which have subscribed \$750,000 towards the erection of the bridge. The Dominion Government has promised \$350,000, and the British Columbia Legislature has voted \$400,000. The company is now asking the British Columbia Legislature to guarantee a bond issue of \$750,000.

The structure will be of steel with wide spans 45 ft. above high water level, and will be supported on six piers founded on rock. The draw span will measure 581½ ft. in length from centre to centre, and will revolve on a platform supported by four wrought steel cylinders, braced together and filled with concrete. The fixed spans

will be 232 ft. long. It will cross the Narrows at an angle of 75 degrees to the average direction of the flood and the currents, which at that point are very powerful. A channel with an average minimum depth of 35 ft. will be provided at the draw span. The floor will be 64 ft. 5½ ins. wide, on which will be laid a single track railway, a double track for street railway traffic, and an 8 ft. sidewalk. The approaches will be on easy gradients.

The Board of Railway Commissioners has approved location plan of the connecting line from Vancouver from station 0 to station 130-03.6, on the south shore of Burrard Inlet. (Jan., pg. 21.)

Calgary and Fernie Ry.—The Dominion Parliament is being asked to extend the time for the construction of this projected railway in Alberta and British Columbia; to change the head office from Fernie to Calgary, Alta.; to increase the bonding powers to \$60,000 a mile; and to authorize the company to enter into agreements with the High River and Hudson Bay Ry., the High River, Saskatchewan and Hudson Bay Ry., the Canadian Western Ry., the Canadian Northern Ry., the Grand Trunk Pacific Ry., or the Hudson Bay Ry. Hough, Campbell and Ferguson, Winnipeg, solicitors for company. (July, 1913, pg. 331.)

Calgary and Knee Hill Ry.—Local press reports state that engineers are locating a line from Acme along the Knee Hill Creek, Alta., to reach some coalfields in which it is stated the C.P.R. is interested. It is further stated that an endeavor will be made to secure a subsidy for the line under the terms of the act granting aid towards the construction of light railways, passed last session of the Alberta Legislature. (Aug., 1909, pg. 573.)

Cape Breton Ry.—See Inverness and Richmond Ry.

Delaware and Hudson Co.—We are officially advised that the company does not contemplate building any additions or extensions of its lines in Canada—the Quebec, Montreal and Southern Ry., and the Naperville Jct. Ry.—in the near future. (Oct., 1913, pg. 475.)

Dominion Atlantic Ry.—The Board of Railway Commissioners has authorized the opening for traffic of a portion of the grade revision from St. George St., Annapolis Royal, N.S., westerly to Allan's Creek, 2,792½ ft. (Jan., pg. 21.)

Edmonton, Dunvegan and British Columbia Ry.—Track has been laid to mileage 131 from Edmonton, of which 106 miles were laid during 1913. A construction train service is being operated to Mirror Landing, Athabasca Lake, Alta. W. R. Smith, Edmonton, Alta., is Chief Engineer. (Jan., pg. 21.)

Erie and Ontario Ry.—The Dominion Parliament is being asked to incorporate a company with this title to build a railway, to be operated by steam, electricity, or any other motive power, from Port Maitland, on Lake Erie, to Smithville, in Lincoln county, Ont., and from Port Maitland to Port Colborne, Welland county, Ont., with branch lines. Power is also asked to operate vessels in connection with the railway. W. T. Henderson, Brantford, Ont., solicitor for applicants.

Glengarry and Stormont Ry.—The rate-payers of Cornwall, Ont., have approved of a bylaw granting a bonus of \$5,000 to aid in building a railway from the C.P.R. at St. Polycarpe, Que., to Sidney and Sixth Streets,

Cornwall, Ont., to be paid on the completion of the line.

C. L. Hervey, who is the principal promoter of the line, is also engaged in promoting a line from Cornwall to Hawkesbury, where a junction would be effected with the projected Calumet and Northern Ry., for the construction of which a separate charter may be procured.

High River, Alta., to Hudson Bay.—Press reports state that engineers are making surveys in the High River Valley district, through the Okotoks and Black Diamond oil fields. The engineers are said to be working at present east and west of the High Wood Falls at the foot of the Rocky Mountains, west of High River. There are two charters covering the construction of a railway in this district—the High River and Hudson Bay Ry., and the High River, Saskatchewan and Hudson Bay Ry. (See under these headings, April, 1913, pg. 169, and Feb., 1912, pg. 67.)

Intercolonial Ry.—A contract is reported to have been let to the Union Construction Co., North Sydney, N.S., for building a diversion of the line from North Sydney to Leitche's Creek, 4.3 miles. The cost is estimated at \$67,571.

Considerable extensions are being made to the yards at Amherst, N.S. It is said that the locomotive house is to be moved further to the west, so as to provide additional yard room. (Jan., pg. 18.)

Inverness Ry. & Coal Co.—Press reports from Sydney, N.S., Jan. 7, state that negotiations are in progress for connecting this line either with the Cape Breton Ry., now in operation from Point Tupper to St. Peters, N.S., or with an extension of the same from St. Peters to Sydney. The report also adds that the Cape Breton Ry. is to be acquired by Mackenzie, Mann & Co. interests, which own the I. R. and Coal Co., prior to the extensions being made.

Lake Erie and Northern Ry.—Application is being made to the Dominion Parliament to increase the company's bonding powers from \$30,000 to \$45,000 a mile, and authorizing the borrowing of money for "the acquisition, construction, extension or development of any property, assets or works other than the railway."

There is no truth in the report, officials of the company in Brantford state, that the company's franchise has been acquired by the C.P.R. The line was projected, according to the company's prospectus, to give connection to the various municipalities with the C.P.R. at Galt.

Construction on the line is suspended, but it is expected that the contractors will start work again early in March. (Jan., pg. 21.)

Michigan Central Rd.—The opening of the new station at Detroit, Mich., scheduled for Jan. 4, had to be advanced on account of a fire, Dec. 26, 1913, which destroyed the old station. The new terminal was therefore put into service on the evening of Dec. 26. It is located at Fifteenth St., 1½ miles west of the old station at Third Street, and is a combined station and office building 17 stories high, faced with limestone, brick and terra cotta. It is of the through type, with 11 tracks protected by a Bush trainshed. Three subways pass under the tracks and platforms, two of which have connections by stairway or elevator with each platform. The new terminal is part of the Detroit River tunnel improvement, and was built by the Detroit River Tunnel Co., a subsidiary of the M.C.R. The entire project involved extensive rearrangement of track facilities. (July, 1913, pg. 575.)

Newfoundland Ry. and Train Ferry Syndicate, Ltd., has been registered in England, as a private company with £1,000 capital,