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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska.—G. W. Dickenson is reported to have secured the capital to construct the Alaska Central Rd., from Resurrection bay to Atwood, on the Tanana river, 415 miles. It is said that it is expected to complete 115 miles this year. G. W. Dickenson is President and General Manager, and C. H. Anderson, Chief Engineer, Seattle, Wash. (Nov., 1902, pg. 380.)

Algoma Central and Hudson's Bay Ry.—C. Shields, the newly appointed President of the Consolidated Lake Superior Co., has had a conference with T. Foley, of Foley Bros., Porter & Whalen, the St. Paul, Minn., contractors, who objected to the payment of subsidies by the Dominion Government to the A.C. and H.B. Ry., until their claims for work done on 100 miles of grade had been settled. The matters in dispute were talked over, and press reports state that the objections have been withdrawn. (Feb., pg. 37.)

The Railway Committee of the Privy Council has granted permission to the Company to cross several highways in Sault Ste. Marie, and the townships of Korah and Tarentorus. No definite announcement has been made with reference to the work for the ensuing season, but it is expected that track will be laid on the grade completed to Pangissin, and that the bridges and other work on the grade to the junction with the line from Michipicoten will be completed and track laid. (Mar., pg. 93.)

Atlantic, Quebec and Western Ry.—The Quebec Legislature has passed an act giving an extension of two years for the commencement of the projected line from Gaspé Basin, via the York river valley to the Intercolonial Ry., near Causapsal, Que. Some objection was made to the passing of the act, on the ground that the promoters only desired to construct a short line to some oil wells in which they are interested, and only proposed the larger scheme in order to obtain Government subsidies. The proposed junction with the I.C.R. has not been decided on, but we are informed that it will probably be at Amqui, 14 miles easterly from Causapsal, and the line will be constructed in nearly a straight line to Gaspé Basin, about 120 miles. (Mar., pg. 93.)

The Avondale-Brandon Central Ry. Co. is the title under which the applicants for an act to incorporate the Manitoba Central Ry. Co. were authorized to do business at the last

session of the Manitoba Legislature. (April, pg. 119.)

Bay of Quinte Ry.—The Railway Committee of the Privy Council has decided that the short line from Napanee to Deseronto shall be taken under the G.T.R. in Napanee by a subway, and will consider the question of the apportionment of the cost of the same. The B. of Q. Ry. estimates the cost at \$68,000; but the G.T.R. officials say they will construct a subway to the satisfaction of the Gov-

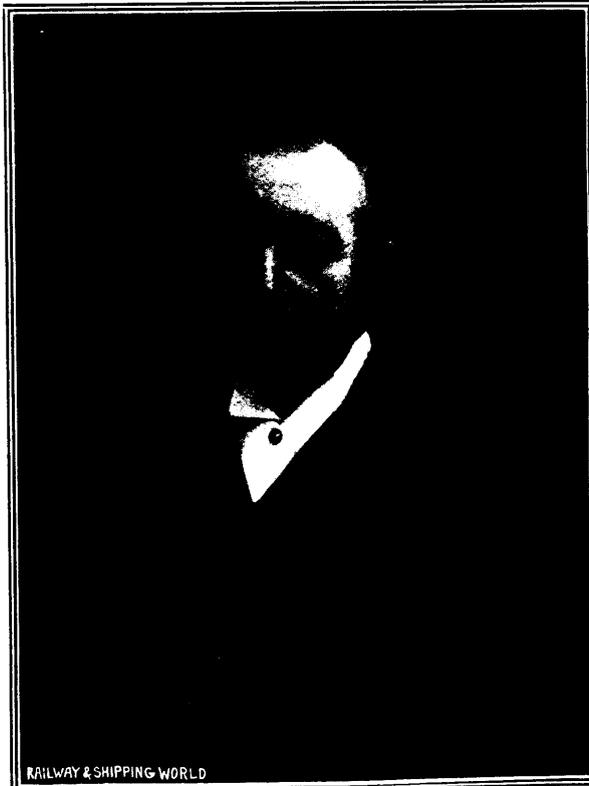
ter of Railways \$50,000, to be divided pro rata among the unsecured creditors of the line. Power is also asked to construct a bridge over the St. Lawrence at Brockville, so soon as the necessary powers to do so are obtained in the United States. Mr. Cooper is one of the largest of the judgment creditors of the B.W. and S.S. M. Ry. Co., and is interested in the action now before the courts asking that the recent sale of the line to the reorganization syndicate in New York be set aside. (Feb., pg. 37.) See also Brockville, Westport and Sault Ste. Marie Ry., Mar., pg. 93, and April, pg. 140.

Canada Atlantic Ry.—The Ottawa city council has passed the necessary by-law diverting certain streets prior to the construction of the subway on Elgin st. The cost of the subway will be about \$51,000, and will be borne by the C.A. Ry., the C.P.R. and the Ottawa Electric Ry. in equal proportions. (Feb., pg. 37.)

Cape Breton Ry.—Tracklaying will be resumed on an early date on the six miles of grade from Sporting Mountain to St. Peters, N.S., which will complete the line from Point Tupper to St. Peters, 31 miles. Press reports say it is expected that construction will be commenced this year on the extension of the line from St. Peters to Louisburg. (Feb., pg., 38.)

The Provincial Engineer of Nova Scotia, Dr. Murphy, in his report for the year ended Sept. 30, 1902, states that up to that date 25 miles of main track and 4 miles of sidings had been laid. There are eight steel bridges on the line between Point Tupper Jct., and St. Peters, viz.: 1 four span deck plate girders, 85 ft., over the River Inhabitants; one span half-through plate girder bridge, 54 ft., at River Inhabitants; one span, deck plate girder bridge, 33 ft., at Shoal lake; one span similar style and size at Bear Creek, and one span similar style, 73 ft., at River Tillard. These bridges are erected on concrete abutments and piers. There are also 26 concrete arch culverts and 55 cedar box culverts. The table of gradients

shows: 3.62 miles level, under 10 ft. a mile, 0.88 miles ascending from I.C.R., 2.64 miles descending; under 20 ft., 2.12 miles ascending, 1.80 miles descending; under 30 ft. a mile, 1.42 miles ascending, 2.82 miles descending; under 40 ft. a mile, 2.20 miles ascending, 0.66 miles descending; under 50 ft. a mile, 2.58 miles ascending, 0.19 miles descending; under 55 ft. a mile, 3.31 miles ascending, 3.56 descending; under 60 ft. a mile, 0.13 miles ascending, 0.29 miles descending; under 70 ft. a mile, 0.34 miles ascending, 0.19 miles descending; under 80 ft.



CHARLES FULLER GILDERSLEEVE,
President Dominion Marine Association, and General Manager Richelieu
and Ontario Navigation Co.

ernment surveyors for \$27,000. (Mar., pg. 93.)

Brockville and Western Ry. Co.—J. Cooper, F. W. Fairmain, A. E. Hanna, J. J. Rosevear, A. C. Bourne, of Montreal, and W. J. Webster are applying at the current session of the Dominion Parliament for incorporation under this title, to enable them to acquire the Brockville, Westport and Sault Ste. Marie Ry., or any of the bonds or other securities thereof, and to complete the line. The applicants propose, in the event of their purchasing the railway, to pay to the Minis-