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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska Central Ry.—A recent report states that 30 miles of track had been laid from Port Shiard, and that grading had been completed for 20 miles beyond track end. Contracts are being arranged for further construction. The line is projected to the Yukon River, a distance of about 500 miles. The company proposes to inaugurate a steamer service from Port Shiard to Vancouver, B.C.; Seattle, Wash., and San Francisco, Cal.

Alberta Ry. and Irrigation Co.—Application will be made at the current session of the Dominion Parliament for an act authorizing the company to amalgamate with the Western Alberta Ry., or to acquire its franchises and property.

The Algoma Central and Hudson Bay Ry. is being operated from Sault Ste. Marie to Mekatina, Ont., 64 miles. Beyond this point to the junction with the Michipicoten branch, grading for which had been completed prior to the reorganization, two miles of track has been laid, and it is understood that during the year work will be resumed and the line completed. Although the Lake Superior Corporation is under contract with the Ontario Government to construct the line to the C.P.R. it is not expected that anything will be done in that direction this year. (Sept., 1904, pg. 311.)

Algoma Copper Range Ry.—Application will be made during the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Batchawaung Bay, easterly to the Superior Copper Mines, thence easterly for about fifty miles to Aubrey Falls, Ont. Power is also sought to operate steam and other vessels on the navigable waters touched by the line. Hearst, McKay and Darling are solicitors for the promoters.

Athabasca and Northern Ry.—The Dominion Parliament will be asked at its current session for the incorporation of a company with this title to construct a railway from Edmonton, northerly to Athabasca Landing, Alta., and to carry on a general navigation business, on the Athabasca River. Smith, Markey, Montgomery and Skinner, Montreal, are solicitors for the promoters.

Athabasca Ry. and Oil Co.—Application will be made at the current session of the Dominion Parliament for an act incorporating a company with this title, to construct a railway from Edmonton, Alta., north-easterly parallel to the course of the North Saskatche-

wan River, to the Athabasca River at the junction of the Clear Water River with it; to own and operate steamers and to carry on a business in oil, petroleum and asphalt and their by-products. Short, Cross, Biggar and Ewing, solicitors, Edmonton, Alta., represent the promoters.

Battleford and Lake Lenore Ry.—The Dominion Parliament will be asked at its current session to pass an act confirming the act incorporating the company, and authorizing a change of location, so that the projected railway may run through Saskatoon, Sask.

Marquette railroads run through Ontario from the Detroit River to the Niagara River, and secure an entrance to Buffalo by various routes. The suggested site for the union station to accommodate these lines is in Genesee St., and the proposed plan, if carried out, would do away with every grade crossing remaining in the city from Main St. to Fort Porter. The site covers an area of 107 acres, on which it is proposed to lay 34 miles of track.

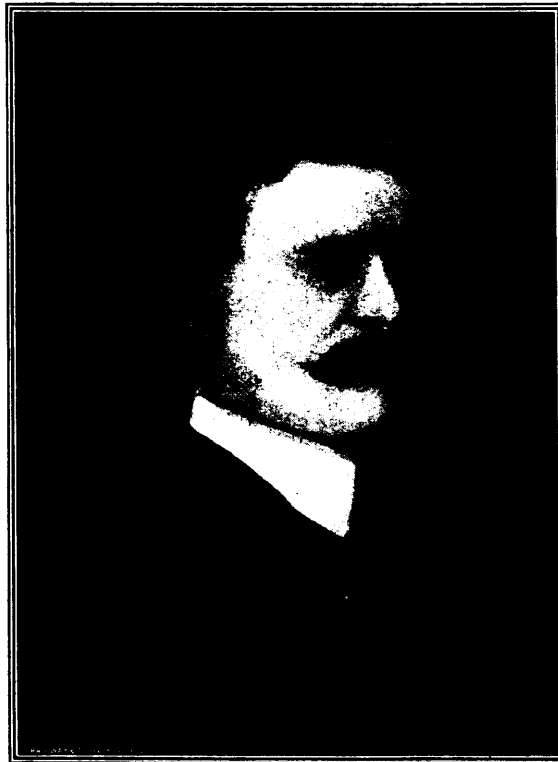
Calgary and Battleford Ry.—Application will be made at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from or near Calgary, Alta., north-easterly to Battleford, Sask., and thence to Prince Albert, Sask. T. L. Metcalfe, Winnipeg, is solicitor for the promoters.

Calgary and Edmonton Ry.—It is proposed to apply at the current session of the Dominion Parliament for power to enable the company to issue bonds to the extent of \$1,000,000 in respect of the proposed bridge over the Saskatchewan River between Strathcona and Edmonton, Alta., to permit the company to make agreements for the use of the bridge by other railway companies, and to charge tolls for the use of the same, in the event of its being constructed so as to permit foot passengers and carriages to pass over it. Power is also asked to enable the company to lease the bridge to the C.P.R.

Cape Breton Ry.—Although traffic has been suspended on this line, which extends from Port Hawkesbury to St. Peters, N.S., the company is endeavoring to make arrangements to secure subsidies for the projected extension from St. Peters to Louisburg, N.S., 65 miles. When the running of trains was suspended in Sept., 1904, it was stated that the company had lost several thousand dollars in operating the line, and that the failure to secure a subsidy for the extension to Louisburg had rendered it necessary to close down.

Chignecto Coal and Ry. Co.—Surveys have been completed for the construction of a railway from the company's mines near Chignecto to Northport, N.S., on the Northumberland Strait, where it is proposed to establish a shipping pier. D. Mitchell, Chignecto, is General Manager.

Colchester Coal and Ry. Co.—The company's mines at Debert have been fully developed, and are ready to ship coal. It is, therefore, proposed to go on with the construction of the proposed line from the mines to the Debert, N.S., station on the Intercolonial Ry. The officers and directors for the current year are:—President, Dr. S. Win-



W. G. ROSS,
Managing Director Montreal Street Ry. Co. and President
Canadian Street Ry. Association.

Buffalo Union Station.—A report has been prepared by the Fifth Vice-President, New York Central and Hudson River Rd., on the proposed union station terminal at Buffalo, N.Y. There are 12 railway lines entering Buffalo, of which seven run into the N.Y.C. and H.R. Rd. station, three into the Erie Rd. station, and the other three have their own lines; a thirteenth line does not yet enter the city, but is interested in the project. The Canadian lines interested are the G.T.R. and Toronto, Hamilton and Buffalo Ry., which run in over the Michigan Central tracks; while the Michigan Central, the Wabash, and the Pere