

Railway Development, Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska Ry.—Since the United States Government undertook the build a railway in Alaska, the railway mileage of that district has been considerably increased. The Susitna route, which has been adopted, extends from Seward, on Resurrection Bay, to Fairbanks, on the Tanana River, 471 miles. This route includes the existing Alaska Northern Ry., which runs from Seward through the Kanai Peninsula, for 71 miles, to Turnagain Arm. The Alaska Northern Ry. has been purchased by the government for \$1,150,000. From Turnagain Arm, the route extends through the Susitna Valley and across Broad Pass to the Tanana River, and from there to Happy Station, at mile 460, where it connects with the Tanana Valley Rd., and from there on to Fairbanks. The Tanana Valley Rd. is being operated by the government under lease, pending its purchase. The work done to date includes the renovation of the old railways, and the construction of additional mileage, bringing the total mileage in operation after three years' work, to 299.5. In addition, 51 miles is completely graded and ready for track-laying, and 107 miles are partially graded, making altogether 457.5 miles completed or under construction. About 14 miles of a gap remains between the present end of construction and the Tanana River. (Oct., 1917, pg. 395.)

Calgary & South Western Ry.—The Alberta Legislature has incorporated a company with this title to build a railway from Calgary to the western boundary of the province, in Tp. 18, 19 or 20, with a branch to the C.P.R. Calgary-Edmonton line at Okotoks. It is also given power to acquire by purchase, lease or otherwise, the portion of the right of way of the projected Alberta-Hudson Bay Ry., covering generally the authorized route of the C. & S.W. Ry., together with any plans of surveys, and any authorization of the Government for the building of any line owned by the A. & H. B. Ry. The company's authorized capital is fixed at \$2,500,000; its office is at Calgary, and its provisional directors are: A. L. Smith, W. C. Robertson, R. E. Manning, all barristers of Calgary.

When the measure was before the legislature Mar. 5, it was stated that the route of the projected railway would be from Calgary via Priddis, to Millarville, thence through the oil fields district to Black Diamond, and from there westerly to the anthracite coal fields, the leases for which were held by P. Burns; that in order to avoid unnecessary duplication of railways in the vicinity, it was proposed to purchase the rights of the Alberta-Hudson Bay Ry. where the two routes coincided, or to arrange for the joint use of tracks; that it was not desired that any provincial aid be given the line; that the money for construction was already available, and that the line would be built as speedily as possible.

P. Burns is reported to have stated in Calgary, Mar. 8, that the coal areas would be definitely opened during the summer, and the railway located; that during next winter the rock work and side hill cuts on the right of way would be done, so as to have things ready for finishing up the grading and track laying in the spring of 1919. The coal mines which would be first opened up would be those at the head waters of Sheep Creek. (Mar., pg. 98.)

Canadian Niagara Bridge Co.—The Dominion Parliament is being asked to

incorporate a company with this title to construct a railway and general traffic bridge across the Niagara River, with the necessary approaches and terminal facilities. The proposed starting point of the bridge in Canada is not more definitely located, than from some point in Bertie or Welland Townships. Cahill & Soule, Hamilton, Ont., are solicitors for the applicants.

Canadian Government Railways.—Tenders are under consideration for the construction of a frame station building at Belledune, N.B.

A press report states that some additional siding facilities are to be provided at Sackville, N.B., to take care of mail, express and baggage traffic to and from Prince Edward Island by the car ferry route.

It is reported that during this year about 130 miles of light rails on the line are to be taken up and will be replaced with 80 lb. rails at present on the St. John & Quebec Ry. The rails taken up from the I.R.C. will be relaid on the St. J. & Q. Ry., which is owned by the Province of New Brunswick, and operated by Canadian Government Railways.

Tenders were received to Mar. 26 for building 51 section houses at various points between Moncton, N.B., and Winnipeg, Man. (Jan., pg. 12.)

Central Canada Ry.—A press report of Mar. 18, stated that the work on the piers of the bridge at Peace River Landing had been completed, and that everything was being got ready for the starting of the steel superstructure. (Mar., pg. 98.) See also Edmonton, Dunvegan & British Columbia Ry.

Central Vermont Ry.—The Board of Railway Commissioners has directed the company to lower a culvert on its line near Farnham, Que., upon the application of the Department of Agriculture to promote the cultivation of land in the vicinity.

Eastern Maine Rd.—W. H. Manfield, Bangor, Me., President, was in Fredericton, N.B., Mar. 9, in consultation with the New Brunswick Government with, it is said a view of building a branch line from his projected line to the St. John & Quebec Ry. The report states that the government did not look favorably on the proposal.

Edmonton, Dunvegan & British Columbia Ry.—J. D. McArthur, President, is reported to have said in Vancouver, B.C., Mar. 8, that no new construction will be gone on with this year, on the E.D. & B.C.R., nor on the Central Canada Ry. and Alberta & Great Waterways Ry., but that it is intended to finish up all work in hand, and to proceed with betterments and the development of traffic. (Mar., pg. 98.)

Grand Trunk Pacific Ry.—The Dominion Government has granted to the G.T.P. Branch Lines Co., lot 11, north side 16th St., east of Central Ave., Battleford, Sask., for terminals for the company's Cutknife Branch. (Feb., pg. 57.)

Grand Trunk Ry.—The company has completed its new brick freight shed at the corner of Sandwich St., and Marentelle Ave., Windsor, Ont., and has begun the tearing down of the old shed at Brock St., on the river front. This old building was erected in 1853, by the old Great Western Ry., and was first used for traffic Jan. 31, 1854, it being the company's original passenger station in Windsor. (Feb., pg. 57.)

Great Northern Ry.—The company's new cut off along Brunette Creek, near Vancouver, B.C., has been completed, and a train service has been operated over it since Mar. 1. The work included the strengthening of the tracks along the creek, and the building of a steel and concrete bridge to carry the north road at Coquitlam. The cut off eliminates a level crossing and saves half a mile between Vancouver and New Westminster. (Feb., pg. 57.)

International Bridge & Terminal Co.—The Dominion Parliament is being asked for power to construct railway lines, not exceeding 6 miles in any one case, to connect the company's projected bridge with the works and railways of other companies. It is also desired that power be given to issue bonds for \$40,000 a mile in respect of the lines to be built. Maccraken, Henderson, Green and Herridge, Ottawa, are solicitors for applicants.

Kettle Valley Ry.—The question of taxation is said to be holding up the development of the Copper Mountain district. The matter is now before the B.C. Legislature, and if a satisfactory settlement can be made, the development will, it is said, go on. The works include the building of a branch line from Princeton to Copper Mountain. A Vancouver press report of Mar. 21 said a contract for building the branch had been let to a Vancouver man. (Mar., pg. 98.)

Lacombe & Blindman Valley Ry.—A delegation of residents of Rimbey and vicinity waited upon the Alberta Government Mar. 11, to urge the completion of this partially constructed railway. The grading has been finished to Rimbey, and ties have been placed thereon. Track has been laid to Bentley, from Lacombe, but the remaining 17 miles still requires the rails and ballasting in order that the line might be operated. (Oct., 1917, pg. 393.)

Montreal, Joliette & Transcontinental Jct. Ry.—The Dominion Parliament is being asked to incorporate a company with this title to build a railway from Montreal northerly through the counties of Hochelaga, L'Assomption and Montcalm to Joliette, thence northerly and westerly to St. Michel des Saints, in Berthier county, and thence to the National Transcontinental Ry., a distance of about 180 miles. L. J. Kehoe, Ottawa, is solicitor for applicants.

Port Canada Docks Ry. Co.—The New Brunswick Legislature is being asked to extend for two years the time within which this company may build its projected railway. The company was originally incorporated in 1907 as the Canadian Terminal Ry. Co., to build a line from L'Etang Harbor to St. Croix, with branch lines. In 1912 an extension of time for construction was granted to a new set of provisional directors, of whom G. W. Marsh, St. George, N.B., was the most active. A further extension of time for construction was granted in 1915, and the name of the company was changed to Port Canada Docks Ry. (Mar., 1915, pg. 84.)

Prince Edward Island Ry.—C. A. Hayes, General Manager, Eastern Lines, Canadian Government Railways, with a number of other officials, returned to Moncton, N.B., Mar. 7, after a trip of inspection over the P.E.I.R. and the car Tormentine. A Charlottetown press report, Mar. 7, stated that Mr. Hayes made a statement there for publication to the effect that some preliminary steps would