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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska.—It is reported that final surveys for the Nome-Council City Ry. of Alaska, covering part of the projected Alaska-Siberia railway scheme, have been completed, and that construction work will be started in the spring. The length of this piece of line is 96 miles; it follows an easy grade, not exceeding 5% at any point, and the highest elevation is 800 ft. The surveys were made from Nome, following the shore line to the mouth of Solomon river, a distance of 36 miles, thence up the river to its source, surveying from across the divide to what are known as the Casa de Paga waters, thence down the Paga to where it empties in the Neukluk, and along the latter river to Council City.

Another proposed line is one from Valdez or Swanport, to the Kinicott group of copper mines, some 130 miles, at an estimated cost of \$15,000 a mile.

A bill has been introduced in the U.S. Congress bonusing a proposed railway from Cook's inlet to Behring strait, 850 miles. The Trans-Alaska Ry. Co., which is mentioned, will be given a right of way 100 ft. on each side of the track, and each alternate section of land for a distance of 10 miles on each side of the track if the bill passes.

Algoma Central and Hudson's Bay Ry.—A number of members of the Ontario Cabinet paid a visit of inspection over the line as far as Goulais river, about 25 miles, recently, when it was stated that the track had been completed to Bass lake, about 20 miles further. The track is laid with 85 lb. steel. In connection with the Clergue enterprises Hon. J. M. Gibson, Attorney-General, said he learned that there were 29 miles of railway sidings connected with them; 4,000 men were employed, and the pay roll amounted to \$750,000 a month. A later report states that the line has been completed to Pangassin, 22 miles beyond Achigan, or 65 miles from Sault Ste. Marie, and that the Josephine branch, 11 miles, had been opened. (Dec., 1901, pg. 353.)

The Bracebridge and Trading Lake Ry. has had a route surveyed to connect the two points, but no contract has been let for its construction. The survey was made by A. Brunel, C.E., Toronto. Starting from the G.T.R., about two-thirds of a mile south of Bracebridge station, the line will run east and north-east to Baysville, on the south branch of the Muskoka river, about 2 miles from the

west end of Trading lake, from which point steamers ply to all points of the lake, a distance of not quite 16 miles. There are no villages along the route, but there is a considerable farming population to the south, in Draper and Oakley townships, which will be served by the railway. The general character of the country, from an agricultural point of view, is not prepossessing, being very hilly and rocky, but there are numerous fine valleys of good land and some good farms, and a large portion of the upland is very good

and the sharpest curves are 8' or 716 ft. radius. There is a good deal of hardwood timber in the country to be opened up, and in the summer there is considerable tourist traffic. (Nov., 1901, pg. 332.)

Brockville, Westport and Sault Ste. Marie Ry.—A locomotive shed 20 by 60 ft. has been completed at Westport, Ont. It is intended to erect a freight shed at Brockville in the spring.

Canada Atlantic Ry.—It is reported that a 2,000,000 bush. annex will be built to the 1,500,000 bush. elevator at Depot Harbor, the present accommodation being insufficient, but the management advise us that nothing definite has been decided.

Chief Engineer Mountain had a conference with the city engineer of Ottawa recently regarding the proposed diversion of Elgin st. and the subway under the C.A.R. tracks in connection with the canal driveway. It is understood that the matter will be further discussed by the C.A.R. Co., the city council and the Ottawa Improvement Commission. (Dec., 1901, pg. 350.)

Canada Western Ry. Co.—N. W. Rowell, solicitor, Toronto, gives notice of application to the Ontario Legislature for an Act to incorporate a Co., under this name, to construct a railway from or near Fort Frances by way of Rat Portage to near the confluence of the Winnipeg and English rivers on the western boundary of Ontario.

Cape Breton Ry. Extension.—We were officially informed, Dec. 12, that work would be pushed on the 30 miles under construction from Port Hawkesbury to St. Peters, during the winter as far as the weather would permit. Five miles of track had been laid to that date. Press reports state that 15 miles of the line have been graded, and that nearly all the culverts are in. The grading is expected to be completed to St. Peters by the end of Jan., and the track laid in the spring. A temporary bridge will be built

across the river Inhabitants to carry construction materials, pending the erection of a steel bridge. A contract is reported to have been let for the construction of an additional 50 miles of the line beyond St. Peters, and surveys are being made for carrying the line from Louisburg into Sydney. It is also reported that the Co. has made a connection with Point Tupper and laid out a yard and sidings there. (Dec., 1901, pg. 353.)

The Central Counties Ry. Co. gives notice of application to the Dominion Parliament for an act to extend the time for the completion of the unconstructed portions of its lines and to



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with very little surface rock. The grading is generally of an easy character, running about 16,000 cubic yards to the mile. For 4 miles east of Bracebridge it is a white clay, and easy to work; the central portion is mostly side-ditching, with a few rocky spurs, and the eastern 5 or 6 miles is principally sand and gravel with plenty of good ballast. The rock excavation will run about 1,500 cubic yards to the mile. There will be only three or four small trestles, from 50 to 100 ft. each in length. The steepest grades are 2 ft. in 100 or 105 ft. to the mile, mostly in the direction of the heavier traffic towards Bracebridge,