

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Constructions, Betterments, Etc.

Algoma Central and Hudson Bay Ry.—In the circular issued by the President of the Consolidated Lake Superior Co., July 9, he says: "The period of construction has been passed, with the exception of the railway extension, on which work has been suspended." (July, pg. 221.)

Atlantic and Lake Superior Ry.—An attempt was made in the House of Commons to have the bill of the A. and L.S. Ry. Co., which had been thrown out by the Railway Committee, again placed on the list for consideration, but the House voted against the motion, and it was declared lost. (June, pg. 213.)

Atlantic, Quebec and Western Ry.—The application of the New Canadian Co. (Ltd.), incorporated in London, Eng., under the Joint Stock Companies' Acts, has been granted a Dominion charter by an act passed at the current session of the Dominion Parliament. The company has been granted power to construct terminals for the A.Q. and W. Ry. at Gaspé Basin, Que., and is stated to be the construction company for the railway. The directors of the company include C. B. K. Carpenter, and others who are promoters of the railway. (July, pg. 232.)

Bay of Quinte Ry.—Plans and profiles for the extension of the line from Tweed to Bannockburn, Ont., about 29 miles, have been deposited with the Public Works Department, Toronto. The grading of the line is in progress. (July, pg. 232.)

Belleville Street Ry.—The Belleville, Ont., city council recently decided to sell the rails of the abandoned street railway to the Belleville Portland Cement Co., for the line it is constructing from Belleville to Point Anne. An injunction has been obtained to prevent the sale at the price mentioned, \$10 a ton, as it is considered too low.

Brandon, Saskatchewan and Hudson's Bay Ry.—On the reconsideration of the application for the incorporation of a company with this title the Railway Committee of the House of Commons reduced the capital stock to \$1,000,000, limited the bonding powers to \$15,000 a mile, and refused to authorize the construction of a branch to the Souris river. The line authorized to be constructed extends from the International boundary between ranges 23 and 25 west of the principal meridian in Manitoba, via Brandon and Pas Mission to Fort Churchill, or some other point on Hudson's Bay; and the company is authorized to enter into an agreement with the Canadian Northern Ry. or any other railway company for amalgamation. (July, pg. 233.)

Brockville and Northwestern Ry.—See Brockville, Westport and Sault Ste. Marie Ry.

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Brockville, Westport and Sault Ste. Marie Ry.—The applications for acts respecting the B.W. and S.S.M. Ry., which were referred to a sub-committee of the Railway Committee of the House of Commons, in order to see if the various interests could not be harmonized so that the best interests of the line might be promoted, were again considered by the committee, on a report from the sub-committee. The sub-committee recommended the rejection of the applications in the interests of the Brockville and Northwestern Ry. Co. and of the Brockville and Western Ry. Co., and favored the passing of the application giving the purchasers of the line at the recent sale a title and other powers. The different questions at issue will be dealt with by the House of Commons. (June, pg. 213.)

Canada Atlantic Ry.—We were recently advised that the company's plans relative to the projected extension from near Whitney to Sault Ste. Marie, Ont., had not been formulated.

The logging line known as the Macaulay road, which runs from the Egan estate on the western division of the C.A. Ry. to C. J. Booth's timber limits, about eight miles, is to be extended a further distance of five miles. G. A. Mountain, Chief Engineer C.A. Ry., is making the survey.

Arrangements have been made respecting the crossing of the macadamized road in Nepean tp. by a spur line from the C.A. Ry. to some new piling grounds secured by Mr. Booth. Construction of the spur will be commenced as soon as the plans and the agreement for crossing the road have been approved by the Railway Committee of the Privy Council. (July, pg. 233.)

Canada Central Ry.—Press reports state that work will be begun on an early date on the construction of the section of the line between Sudbury, Ont., and the French river, and that the line from Scotia Jct. to Sault Ste. Marie will be completed in two years. F. H. Clergue, who is connected with the projected line, it is stated, will devote his whole time to the C.C. Ry. Co., but will retain his position as a director of the Consolidated Lake Superior Co. (July, pg. 233.)

Cape Breton Coal, Iron and Ry. Co.—It is proposed to construct an electric railway from the company's coal mines at Cochrane's lake, near Sydney, N.S., to Mira Bay, 4 miles, and to establish a shipping port there.

Cape Breton Electric Ry.—The line has now been completed to Queen's pit, finishing the construction in Sydney Mines, N.S., and a regular service was expected to be placed in operation by the end of July. (July, pg. 233.)

Cape Breton Ry.—Track has been laid into St. Peter's, N.S., and the first locomotive reached there from Point Tupper, 31 miles, June 19. Ballasting and other work is going on, and a regular train service is expected to be placed in operation on an early date. (June, pg. 213.)

Chateauguay and Northern Ry.—Considerable work has been done upon the C. and N. Ry. both in Montreal and on the mainland between Charlemagne and Joliette, Que. The total length of the line is about 34 miles, and it was recently reported that over 10 miles of grading had been done, and that it was expected that trains would be running over the whole line by the end of Sept. The entrance into Montreal will be alongside the line of the Montreal Terminal Ry., and on this section over three miles had been graded early in July, while the work was being pushed by a large force of men. On the mainland over six miles had been graded and a number of gangs of men were at work on different points of the route. The principal work on the line is the construction of the bridge over the two channels of the Ottawa river at Bout de L'Isle. Both the stone abutments on the west channel have been completed, together with piers 1, 2, 3 and 10, while the concrete foundations have been laid for piers 4 and 5. The Dominion Bridge Co. expects to have the superstructure on this section of the bridge completed in Sept. A temporary wooden bridge will be constructed over the eastern channel until the erection of the superstructure there early in 1904. On the mainland there will be three steel bridges on concrete piers. The substructure of the one at Lac Oureau river has been commenced. This will consist of two spans of 50 ft. each, and a central span of 140 ft.; a similar bridge will cross the L'Achegan river at L'Epiphany, while that near St. Esprit will have two spans of 30 ft. each with a central span of 70 ft.

The W. J. Poupore Co. have the general contract for the work, and F. A. Hibbard is engineer in charge.

An injunction was served on the Company to restrain it constructing its line through the property of A. Dulunde, Montreal. The case is still before the court. (July, pg. 233.)

Detroit River Bridge.—H. M. Perkins, of Detroit, Mich., recently stated that a syndicate of Detroit capitalists had been formed to construct a bridge connecting Windsor, Ont., and Detroit, Mich., and that work would be commenced as soon as the necessary Government permission had been obtained. (June, pg. 213.)

Duluth, Superior and Western Terminal Co.—P. Betts and F. H. Church, of Madison, Wis., have filed articles of incorporation in West Virginia for a company with this title for the purpose of building docks, wharves, warehouses and railroads in Wisconsin, Minnesota, and in Canada. The Company has also been registered to do business in Wisconsin.

Duluth, Virginia and Rainy Lake Ry.—Tracklaying has been completed to mileage 22.5 north of Virginia, and grading is in progress to mileage 40, near Pelican lake, about 45 miles south of Koochiching, opposite Fort Frances, Ont. (June, pg. 213.)

Elgin and Havelock Ry.—The work done on the E. and H. Ry. since the new owners took hold of it includes the repairing and strengthening of the bridges, the lifting and ballasting of the track, and the overhaul and repair of all station buildings. The line is now in first-class shape. All this work was done under the direction of P. S. Archibald, C.E., General Manager.

We are advised that nothing has been decided in respect of the proposed extensions for which parliamentary powers were obtained at the current session of the Dominion Parliament. It is understood, however, that work will be gone on with this year if Parliament grants the usual subsidies. (July, pg. 235.)

Grand Valley Ry.—A new station is being erected at Grand Valley Park near Brantford, Ont. A Brantford paper states that the city of Guelph is actively co-operating in the proposal to bring the G.V.Ry. into that city. (June, pg. 214.)

Great Northern Ry., U.S.—Plans are being prepared for the construction of a cut-off from Columbia Falls, Mont., on the main line to a point just north of Jennings, on the line from that town to the Canadian boundary, where connection is made with the Crow's Nest Southern Ry. to Fernie, B.C. The distance is 100 miles and will throw the main line of the Great Northern several miles north of its present position. The cost of the work will be \$2,000,000. The object of the change is to escape heavy grades between Columbia Falls and Jennings, which have been a source of delay and expense ever since the road has been built.

Halifax and Southwestern Ry.—The Halifax city engineer and T. H. White, chief engineer of the line, have been in consultation respecting the road crossings on the proposed entrance into the city. The clearing of the route in the vicinity of the city has been nearly completed. About a mile of track has been laid from Mahone towards Halifax and bridge building materials, etc., are being hauled in. (July, pg. 235.)

Halifax Electric Tramway.—The new power station, which is estimated to cost \$200,000, is expected to be completed by the end of the year. The new building will contain boilers and engines with a capacity of 45,000 h.p. Adjoining there has been erected a coal handling plant, and on the land reclaimed during the construction of the pier, a large coal warehouse is to be erected. (June, pg. 214.)