

Railway Development.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Interurban Ry.—There has been deposited with the Secretary of State at Ottawa a mortgage deed dated April 12, between the company and the Trust and Guarantee Co., covering the company's whole undertaking, present and future.

The Board of Railway Commissioners has approved of location plans for this line from the north line of sec. 31, tp. 24, range 28 west 4th meridian to sec. 15, tp. 29, range 23 west 4th meridian, mileage 9.93 to 66.80, and has authorized it to build along highways.

Algoma Central and Hudson Bay Ry.—The Board of Railway Commissioners has authorized the opening of the line for traffic from Hawk Lake jet. to a junction with the C.P.R. transcontinental line near Hobon, Ont., 31.5 miles. Hawk Lake jet. is at mileage 164.5 on the main line from Sault Ste. Marie, and is the point where connection is made with the company's branch line to the Helen and other mines and to Michipicoten harbor.

In connection with the extension of the line from near Pangissin to Park Lake jet., T. J. Drummond, President Lake Superior Corporation, is reported as stating, Sept. 5, that it was expected to be able to put on a regular train service through from Sault Ste. Marie in November. About 25 miles of the track had to be ballasted. North of the C.P.R., 12 miles of track had been laid and it was expected that by the end of the year track would be laid for a further distance of 48 miles to the crossing of the Canadian Northern Ontario Ry. It was expected to have the line completed to a junction with the G.T. Pacific Ry. by the end of 1913. (Sept., pg. 450.)

Burrard Inlet Tunnel and Bridge Co.—The North Vancouver city council has voted an additional \$50,000 in aid of the building of the projected bridge across the second narrows of Vancouver inlet. (Sept., pg. 450.)

Central Ry. of Canada.—We are officially advised that the company has ordered in the U. S., 1,500 tons of 80 lb. steel rails for prompt delivery. This is in addition to an order previously given the Algoma Steel Co. Track laying will be started as soon as grading is completed from McAlpine to the Norton river, Ont. Ties have been delivered for the first 30 miles. All the bridges and culverts are under construction, and a contract has been given the Canadian Bridge Co., Walkerville, Ont., for the steel viaduct over the Scotch river. The station yard at McAlpine has been laid out, and a station, to be used jointly with the C. P. R., is about to be built. Construction will be pushed ahead west of South Ingham as rapidly as possible. Construction is also under way east of McAlpine, through Hawkesbury, St. Andrews, and St. Eustache, thence on to the Back river and into Montreal. F. Stuart Williamson is Chief Engineer. (Sept., pg. 450.)

Delaware and Hudson Co.—We are officially advised that there is no truth in the press report which stated that the company was securing a large area of land on the south shore, opposite Montreal, east of the Chambly road, upon which to lay out a yard and to build a roundhouse and repair shops. (July, pg. 339.)

Dominion Atlantic Ry.—Plans for the erection of additional wing walls for a bridge at Bridgetown, N.S., and for a bridge over the Avon river at Windsor, N.S., have been approved by the Board of Railway Commissioners.

The Board of Railway Commissioners has approved of revised location plans for the line across Gaspereaux river, just east of Horton Landing, N.S., and of plans for the substructure of the proposed new bridge across the Gaspereaux river.

A contract has been entered into, under the act granting subsidies to certain railways, between the company and the Department of Railways, for the building of a line, not to exceed 15 miles, from Centreville westerly to Weston, N.S. (Sept., pg. 450.)

Edmonton, Dunvegan and British Columbia Ry.—The Board of Railway Commissioners has approved of location plans from mileage 0 to 5.13, out of Edmonton, Alta.

The Minister of Railways has approved of route maps for revised location of the line north of Edmonton for 45 miles.

It is reported that grading has been practically completed from near Edmonton to Athabasca Landing, and that track laying will be started at once. A. C. Galbraith, Provincial Superintendent of Works, is reported as stating that it is expected to have the track laid to Athabasca Landing this year.

There has been filed with the Secretary of State at Ottawa a trust deed dated July 22, made between the company, the National Trust Co., and the province of Alberta, covering the company's property as security for the 30 year 4% bonds which are guaranteed by the province. (Sept., pg. 450.)

Fort George to Barkerville.—Application is being made to the British Columbia Legislature to incorporate a company to build a railway from the Nechaco river near Fort George, southeasterly to the Fraser river, along the valley of that river to Six Mile creek, then easterly and southeasterly to Willow river, then northeasterly to Bear river, and then southeasterly to Barkerville, B.C. Burns and Walkem, Vancouver, are solicitors for applicants.

Interprovincial and James Bay Ry.—The Minister of Railways has approved of route map for this projected railway for 54 miles northerly from the terminus of the C.P.R. Kipawa branch at Kipawa, Que. (May, pg. 239.)

Erie, London and Tillsonburg Ry.—We are officially advised that J. H. Teall, the original promoter of this railway, has sold the company's charter and assets to the G.T.R.; and that construction was formally started on the line a short distance north of Port Burwell, Ont., July 30. (Sept., pg. 450.)

Esquimalt and Nanaimo Ry.—R. Marpole, Vice-President, and H. E. Beasley, General Superintendent, recently concluded an inspection of the extensions under construction. The grading on the extension from McBride jet. to Lake Qualicum is practically completed, with the exception of a section near Deep bay; about 75% of the Platt river section is completed; and progress has been made on the Trent river-Union bay section. The location of the branch line from Courtney to Duncan bay was also inspected. (Sept., pg. 450.)

Fredericton and Grand Lake Coal and Ry. Co.—Track laying is reported to have been started at Gibson, N.B., on the line to Minto, and it is expected that track laying will be started at the Minto end in a short time. Connection will be made with the C.P.R. by crossing the bridge at Fredericton. At Minto the line will con-

nect up with the line of the New Brunswick Coal and Ry. Co., which took over the old Central Ry. of New Brunswick and which will be taken over from the New Brunswick Government. This line gives connection with the Intercolonial Ry. at Chipman. Press reports state that it is proposed to build a spur line eight miles from Minto to the National Transcontinental Ry.

The development of the coal areas is being carried on by the Minto Coal Corporation, organized by Sir Thos. Tait, with a capital of \$400,000. A large number of coal properties have been taken over, and it is expected that the development work will have been so far advanced, that coal production can be begun in December. There are at present four producing collieries, having an output of 6,000 tons a month, giving traffic to the existing railway. It is estimated that the Minto coal field contains about 150,000,000 tons. (Sept., pg. 450.)

Ha Ha Bay Ry.—The Department of Railways has entered into a contract with the company, under the terms of the act granting aid to certain railways, for the building of the following lines: From a junction with the Quebec and Lake St. John Ry. in Jonquiers tp., to St. Mathias, Que., not exceeding 20 miles; from La Crosse jet. to the Saguenay river, northerly through Chicoutimi, Que., not exceeding five miles; from La Terriere jet., southerly via La Terriere village to Lake Kenogami, not exceeding 10 miles; from the existing line near Bagotville, Que., easterly to St. Alexis, Que., not exceeding 3 miles. (May, pg. 238.)

Intercolonial Ry.—Tenders are under consideration for the erection of an addition to the freight car repair shops at Moncton, N.B.

We are officially advised that the engineering staff is making a survey of the Cape Breton section of the line between Point Tupper and Sydney, N.S., with a view of bettering the gradients and alignment.

In an interview Sept. 12, W. F. Tye, formerly Chief Engineer, C.P.R., is reported as stating that he considered the Dominion Government should lose no time in extending the Intercolonial Ry. to Georgian Bay. A new double track, low gradient line from Montreal to Georgian Bay, is urgently needed. The traffic, he says, is already waiting for it, and the line is needed to relieve the congestion of the present railways. (Sept., pg. 450.)

Kettle Valley Lines.—Press reports state that Grant Smith and Co., Spokane, Wash., have been given a contract for building 57 miles of line from the lower end of the lake near Summerland, through Naramata to Hydraulic summit, near Kelowna, B.C. The reports also state that track has been laid to within 12 miles of Hope summit, from near which point it is said that a joint line will be built to Hope in conjunction with the Vancouver, Victoria and Eastern Ry. and Navigation Co. (Sept., pg. 450. See also under Great Northern Ry. Lines in Canada.)

Kootenay and Alberta Ry.—The Board of Railway Commissioners has authorized the opening of this line for freight traffic. The speed is not to exceed four miles an hour over trestles, and 10 miles an hour on the rest of the line, light power to be used, watchmen to be kept on each trestle, and the towers and foundations under truss spans to be inspected at least once a week.

This line is 13 miles, which has been built by the Western Coal and Coke Co., from Pinetree harbor, on the C.P.R.'s Crowsnest Pass line to the company's