

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska and North-Western Ry. Co.—J. Mather and G. P. Brophy, Ottawa; F. W. Ames, and S. W. Janes, Boston, Mass.; G. P. Magann, Toronto; G. Campbell, Philadelphia, Pa.; and Dr. J. Kennelly, London, Eng., are seeking incorporation from the Dominion Parliament under this title, to construct and operate a railway from near Pyramid Harbor, at the head of Lynn Canal, or a point on the International Boundary on Lynn Canal, thence through the Chilcat Pass, and thence by way of Dalton Trail to Fort Selkirk on the Yukon River. For the purpose of its business the Co. may construct and operate telegraph and telephone lines; acquire and operate mines, stores and trading posts, water powers for the generation of electricity, and a general navigation and transportation business. The capital of the Co. is fixed at \$10,000,000, and it may issue bonds to the extent of \$35,000 a mile. Work to be commenced by July 1, 1903, and completed by July 1, 1906.

Alberta Central Ry. Co.—G. W. Smith, Wm. A. Moore, G. W. Greene, of Red Deer; D. J. Munn, of New Westminster; J. T. Moore, J. Flett and R. C. Clute, of Toronto, have been incorporated under this title at this session of the Dominion Parliament, with head office in Toronto, a capital of \$1,000,000 and power to issue bonds or other securities to the extent of \$20,000 a mile, for the purpose of constructing and operating a standard gauge railway from township 38, range 23, west of the 4th meridian, Alberta, westerly to a point in or near Red Deer, thence westerly to township 39, range 7, west of 5th meridian, Alberta. The Co. may convey or lease its undertaking to the C.P.R., or the Calgary and Edmonton Ry. Co.

Algoma Central Ry. Co.—In a bill now before Parliament, the name of this Co. is changed to the Algoma Central and Hudson's Bay Ry. Co., and it is given power to enter into agreements with the Lake Superior and Hudson's Bay Ry. Co., the Ontario, Hudson's Bay and Western Ry. Co., and the Manitoulin and North Shore Ry. Co., or any of them, for conveying or leasing in whole or in part their undertakings, or for amalgamating them. Power is given to construct and operate a standard gauge railway from the main line of the C.P.R. northerly to some point on James Bay in Ontario, this line to be an extension of the line which the Co. is already authorized to build; and it may construct branch lines not exceeding 100 miles in length. Power is given for the issue of bonds and notes for the purchase of vessels in addition to what is necessary for the construction of the railway.

Construction on the main line from Sault Ste. Marie northerly is progressing satisfactorily. The line is covered with men out to about the 70th mile. Work has been let to the Goulais river, and a bridge is being built across that stream. As soon as this is completed track laying will be pushed through to the end of the 70th mile. It is expected that at an early date the work will be undertaken between the 70th mile and the intersection of the main line and the Michipicoton branch.

The Josephine branch, running from the Michipicoton branch for about ten miles, has been completed.

(See also Manitoulin and North Shore Ry., and Ontario, Hudson's Bay and Western Rys.)

Arnprior and Pontiac Ry. Co.—W. J. Conroy, Aylmer, Que.; J. M. Shanley, Montreal; C. Mohr, Fitzroy; Geo. Buckham, Torbolton, and W. A. Sheriff, Fitzroy, have been incorporated at the present session of the Domin-

ion Parliament under this name, with an authorized capital of \$500,000, for the purpose of constructing a standard gauge railway from Galetta on the Canada Atlantic Ry., northerly across the Ottawa river, near Chats Falls, to the Pontiac and Pacific Jct. Ry., between Quyon and Shawville, Que., with power to extend the line to Arnprior. The Co. has power to erect bridges over the Ottawa and other rivers sufficient for pedestrian and vehicular traffic in addition to its railway, and to charge tolls for the passage of cars, vehicles and pedestrians. Bonds to the amount of \$20,000 a mile can be issued for the construction of the railway, and to the extent of \$200,000 for the erection of bridges. Power is given to the Co. to enter into agreements with the Pontiac Pacific Jct. Ry. Co., the C.P.R. Co. or the Canada Atlantic Ry. Co. for conveying or leasing its undertakings to either of them.

The Atlantic and Lake Superior Ry. Co. by legislation passed at the present session of the Dominion Parliament is given until Dec. 31, 1904, to complete its line. The trustees of the bondholders may operate the line under the terms of the deed of trust, and may continue the construction of the line under the powers granted to the Co.; such powers are to be exercised by the trustees before Dec. 31, 1902.

The Bracebridge and Trading Lake Ry. Co. was incorporated by the Ontario Legislature in 1900 to build a line from Bracebridge to Baysville, Ont., about 14 miles, and an extension from Baysville to Beaumaris, Muskoka lake. The Dominion Parliament has voted a subsidy of \$48,000, and the Ontario Legislature has voted a similar amount. At a meeting of shareholders at Bracebridge, Mar. 4, it was announced that about \$25,000 stock had been subscribed and 10% paid thereon. The following organization was effected:—President, S. H. Armstrong; Vice-President, W. W. Kinsey; Managing Director, W. H. Brown; other directors, W. D. Beardmore, A. McLeod, M.P., D. S. Bridgeland, M.L.A., P. Hutchison, J. W. Gillespie, F. P. Warne; Secretary, R. P. Perry; Treasurer, J. L. Fenn; Solicitor, T. Johnson. It is possible construction will be started this year. The line will probably be operated by the G.T.R.

Brandon to Western Boundary of Manitoba.—By an act passed at the recent session of the Manitoba Legislature power is given to the Railway Commissioner to construct and operate a railway from Brandon, north-westerly to the western boundary of the Province, and to enter into an agreement, with the approval of the Lieut.-Governor-in-Council, with any company for the construction and operation of the line. If such a contract is made the Lieut.-Governor-in-Council shall have power to regulate passenger and freight rates and to impose such other terms and conditions as may be advisable.

The British Columbia Southern Ry. Co., a subsidiary of the C.P.R., has, by legislation at the present session of the Dominion Parliament, been given power to construct and acquire branch lines, not exceeding in any one case 30 miles in length; within five years, and is given an extension of one year for the commencement and completion of Fort Steele branch, beyond the terms mentioned in chap. 55 of the statutes of 1899 which required the line to be commenced by July 10, 1901, and completed by July 10, 1904.

The British Yukon Ry. Co., by legislation passed at the present Dominion session, has been given power to extend its railway from near Fort Selkirk to near Dawson City, thence westerly to the 141st meridian, and may construct and operate branch lines not exceeding 50 miles in length.

Canada National Ry. and Transport Co.—A. Campbell, Toronto Junction; S. F. Mc-

Kinnon, E. Rogers, F. Wyld, J. Ryan, J. B. McColl, J. H. Boyle, R. C. Stewart, C. C. Van Norman and McD. Thompson, all of Toronto; A. T. Wood, Hamilton; D. Wilson and J. Chamberlain, Collingwood; J. Millen and G. G. Barnum, Duluth, Minn.; F. Krauss, Milwaukee, Wis.; G. F. Piper, Minneapolis, Minn.; J. G. Keith, Chicago, Ills.; Geo. H. Brayman, Toledo, Ohio; P. S. Anneke, Duluth, Minn., and J. D. McGregor, New Glasgow, N.S., have been incorporated under this name at the present session of the Dominion Parliament, with an authorized capital of \$5,000,000. The Co., which will have its head office in Toronto, is empowered to construct and operate a standard gauge railway from or near Toronto to or near Collingwood, or some other port on Georgian Bay. The Co. is given powers in respect of wharfs, piers, docks, storehouses, elevators and tramways, telegraph and telephone lines, and steam and other vessels; it may issue bonds to the extent of \$40,000 a mile of its railway and receive Dominion, Provincial or municipal aid.

The Canadian Northern Ry. Co. has, by an act passed by the Dominion Parliament this session, secured the confirmation of agreements entered into between it and the Manitoba South Eastern Ry. Co., and between it and the Ontario and Rainy River Ry. Co., for the amalgamation of their several undertakings under the title of the Canadian Northern Ry. Co. The Co. is further authorized to enter into an agreement with the bridge company owning the portion of the bridge across the Rainy River, which is situate in the state of Minnesota; and also to make agreements as to traffic, running and operating by way of lease or otherwise with the Minnesota and Manitoba Ry. Co., regarding that Co.'s line and rolling stock, etc. It is further authorized to construct and operate the following lines of railway:—(a) from the Co.'s line between Winnipeg and Marchand to Carman, thence westerly through Belmont to the westerly boundary of Manitoba; (b) from between Carman and Red River on "a" north-westerly to Portage la Prairie; (c) from a point on "a" west of Carman southerly, passing through Manitou to the International Boundary; (d) from a point on "a" southerly to near Emerson, and on a point in such line easterly along the row of townships numbered one to the Co.'s main line between Vasser and Sprague; (e) from 10 miles north of the Co.'s line between Winnipeg and St. Anne, thence southerly to the International Boundary; (f) from the Co.'s line at the end of the 40 miles constructed by the Winnipeg Great Northern Ry. Co., thence to St. Laurent or Oak Point on Lake Manitoba, thence in a generally northerly direction to near Grand Rapids on the Saskatchewan River; (g) from the Co.'s line between Oakland and Macdonald, thence in a generally westerly direction to near Brandon, thence in a generally north-westerly direction to the provincial boundary at or near township 15 or 16, thence in a generally north-westerly direction to a point on the Co.'s line north-west of Battleford. The Co. is given power to enter into an agreement with the Edmonton, Yukon and Pacific Ry. Co. for acquiring that Co.'s undertaking by lease, purchase or agreement.

The Manitoba Legislature last session passed an act respecting aid to railways under which the C.N.R. is empowered to build 110 miles of branch lines between such points within the Province as may be determined upon by the Lieut.-Governor-in-Council and agreed to by the Co. The aid granted in respect of a railway outside the Province in the N.-W.T., is, by consent, transferred from such line to the construction of the additional branch line or lines in the Province. As yet no decision has been arrived at as to the lines to be aided under this act. (April, pg. 115.)