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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Ry. and Irrigation Co.—E. T. Galt, of Lethbridge, Alta.; J. Galt, of Winnipeg; W. M. Ramsay, of Montreal; Col. K. B. Wodehouse, E. Waterhouse, W. B. Coates, J. H. Dodgson, of London, Eng., are making application at the current session of the Dominion Parliament for an act incorporating a company with this title to acquire the franchises and property of the Alberta Ry. Co., the Alberta Ry. and Irrigation Co., the Canadian North-West Irrigation Co., and the St. Mary's River Ry. Co. The head office is to be in London, Eng., and the capital is fixed at \$7,000,000.

Algonia Central and Hudson Bay Ry.—In connection with the re-organization of the Consolidated Lake Superior Co., the Ontario Legislature has passed an act guaranteeing the 4% bonds of the A.C.Ry. to the extent of \$2,000,000 for two years. The principal condition of the guarantee is that the line be completed immediately to the C.P.R. at or near White River, Ont. The present condition of the line is that steel has been laid on 91 miles, and 26 miles of sidings have been laid for the operation of the line; 110 miles in addition have been graded ready for tracklaying, but the bridge work, which includes a long steel bridge over the Montreal river, has not been completed; the construction of an additional 25 miles would give the required connection with the C.P.R. (Nov., 1903, pg. 389.)

Atlantic, Quebec and Western Ry.—The Dominion Parliament is being asked at its current session to grant an extension of time within which the projected lines may be commenced, for two years from the coming in force of the act. (Mar., pg. 73.)

Bay of Quinte Ry.—The report of the Ontario Commissioner of Public Works states that the nine miles of new main line from Deseronto to Napanee were opened for traffic in Aug., 1903. The extension from Tweed to Bannockburn, 19.45 miles, was also completed. The work on these extensions was first class in every respect. The rails are 70 lbs. to the yard; the bridges now under construction are of steel with substructures of concrete. The main line is now a continuous one from Deseronto to Bannockburn, 78½ miles. The line crosses the G.T.R. at Napanee and the C.P.R. at Tweed. Prior to the construction of the line from Deseronto to Napanee the Company operated its trains on a short line from Deseronto to Deseronto Jct., thence over the G.T.R. to Napanee. It also has a

branch line from Yarker to Sydenham, 12 miles, crossing the Kingston and Pembroke Ry. at Harrowsmith.

The extension of the B. of Q. Ry. from Tweed to Bannockburn was built under the supervision of J. W. Evans, Chief Engineer. The contractors were Wilford & McCoy and J. R. McQuigge, who had approximately 10-mile sections each. The road passes through a fertile though rough country. Careful location secured comparatively easy gradients and curvature, the maximum curve on the main

ses 120 and 140 ft. long. The piers are solid concrete blocks. Connection is made with the Central Ontario Ry. at Bannockburn. The B. of Q. Ry. crosses the C.O. Ry. on a level crossing at this point, and the station is conveniently located to the village. Bridgewater and Queensboro are the other two villages on the line. A station is established at what is known as Allan's Settlement. The road has been in operation since Dec. It is expected that cheese, cattle, forest products and minerals will form the bulk of the traffic.

An appeal to the Dominion Government was recently made against the decision of the Railway Commissioners, varying the decision of the former Railway Committee of the Privy Council as to the location of the crossing of the C.P.R. at Tweed. As a result the original decision was affirmed. The C.P.R. subsequently applied for an injunction to prevent the B. of Q. Ry. proceeding with the crossing, but this was refused. (Mar., pg. 73.)

Beersville Coal and Ry. Co.—Surveys have been made for extensions of this Company's railway, which now extends from Adamsville, on the Intercolonial Ry., to Beersville, N.B., seven miles. The first extension is from Beersville to the collieries of the Canadian Coal Co. at Mount Carlyle, a distance of 2 1-6 miles; and the second extension is from Beersville to Brown's landing on the Richibucto river, about 6 miles, where it is proposed to establish a shipping pier. (Mar., pg. 73.)

Berlin, Waterloo, Wellesley and Lake Huron Ry.—The town of Berlin recently passed a by-law voting \$10,000, and the town of Waterloo passed a by-law voting \$4,000 as a bonus to the Company in respect of the construction of that portion of the projected line, lying between Berlin and Wellesley, Ont. At the recent session of the Ontario Legislature an act was passed confirming these by-laws. Application is being made at the current session of the Dominion Parliament for an act of incorporation, and authorizing the company to enter into working agreements with the Galt, Preston and Hespeler Street Ry., and the Preston and Berlin Ry. (Mar., pg. 73.)

Bessemer and Barry's Bay Ry.—W. J. Sargent, M. L. Boldrich, of Bancroft, Ont.; H. O. Farnum and H. L. Bingham, of Detroit, Mich., are making application at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway, to be operated by steam or electricity, from L'Amable station, on the Central Ontario Ry., northerly to Barry's Bay, on the Canada Atlantic Ry., thence northerly to the C.P.R., not further west than Mattawa, Ont., with power to construct branch lines. Power is also asked to



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line being 6' and the maximum gradient with the traffic 1.25%. The extension crosses the C.P.R. at Tweed on a level crossing, to be protected by the latest developments of interlocking apparatus. The section of country through which it passes has been heretofore poorly served by railways, necessitating the haulage by wagon of cheese products from 4 to 12 miles. The road is substantially constructed with 70 lb. steel rails laid on standard cedar ties, approximately 3,000 yards of ballast to the mile. Four steel bridges are to be constructed, two of them being plate girders 60 and 90 ft. long; two of them through truss