

RAILWAY DEVELOPMENT.

(Continued from page 561.)

about 7½ miles in length. It will run north for about half a mile from the bridge, and then through Cote St. Francois, parallel to the highway from Quebec to Cap Rouge. At about 2½ miles from the bridge the line turns north-east, crossing St. Foye road and going through St. Felix du Cap Rouge, and Cote St. Michel to the proposed junction. Practically the first five miles is solid rock and earth stripping, the last couple of miles being light work. The principal bridges are: mileage three, a 30 ft. span over the highway; at mileage four, and near mileage five, bridge over the Ruisseau La Soie River. The steepest gradient is ¼ of 1% and the maximum curvature 6°. Schell, Kennedy and Lowthian have the contract for this line.

The branch line between St. Epiphanie and St. Jacques l'Achigan, upon which track was laid in 1904, has been completed, and was opened for traffic Oct. 25.

The Great Northern Ry. at present secures its entrance into Quebec over the line of the Quebec and Lake St. John Ry., but has completed surveys for a direct line from Burrill's siding, mileage 85.7 from Montreal, into Quebec, so as to secure an independent entrance. The first proposal was to construct a cut-off from Garneau Jct., 97.7 miles from Montreal, to St. Catharines, on the Q. and L. St. J. Ry., mileage 173.3 from Montreal; and a later project was to construct the line from Shawenegan Falls, 95 miles from Montreal, to Quebec. The new line from Burrill's siding to Quebec will be about 100 miles in length. The heaviest gradient going east will be one-half of 1%, and going west 0.4%; and the curvature will vary from 30 minutes to 1°. Tenders have been asked for the construction of this line. (Oct., pg. 459.)

Guelph and Goderich Ry.—The stations to be erected on this line will be located at Guelph, Weisenburg, Elmira, Wallenstein, Linwood, Millbank, Milverton, Mornington, Monkon, MacNaught, Walton, Blyth, Auburn, Colborne and Goderich. A contract has been let to Edge & Gutteridge, Seaford, Ont., for the erection of these station buildings. Rapid progress is being made with the grading on this line, and it is expected to get the grading on the Guelph section completed before work is given up for the season. The work at the Goderich end has been delayed owing to an extensive landslide on the banks of the Maitland River. Tracklaying is in progress.

The Board of Railway Commissioners has approved plans for highway bridges over the G. and G. Ry., at mileage 11.10 and mileage 64.75 from Guelph, Ont., and has sanctioned the line crossing the highway at 14 different points. (Oct., pg. 459.)

Halifax and Southwestern Ry.—A plan of the proposed bridge across the line at the crossing of the Mersey River, near Liverpool, N.S., has been deposited with the Minister of Public Works, Ottawa, and an application has been made for an order-in-council approving of the location of the bridge. (Oct., pg. 459.)

Intercolonial Ry.—Tenders are under consideration for the erection of seven 50,000 gall. water tanks complete, one at each of the following places: Gibson, Upper Cross Creek, Boiestown, Blackville, Chatham Jct., and Loggieville, on the Fredericton and Loggieville division; and one at Drummondville, Que. A contract has been entered into with Morrison and Finlayson, for the extension of the I.C.R. at Sydney Mines, N.S. Construction is being pushed on the new I.C.R. station, and it is expected that the new building will be completed in the spring.

Snow fences are being constructed at a

number of points along the line between Point Tupper and Sydney, N.S. Tenders are also under consideration for repairing the railway between Indiantown and Blackville, N.B.; for the construction of a loading platform, the extension of the freight shed, and the erection of a crane at New Glasgow, N.S., as well as for the construction of a spur line 1.18 miles in length from Fort Lawrence to Fort Lawrence wharf on the La Planche River, near Amherst, N.S. The wharf was built by the Public Works Department so that the merchants of Amherst might have access to the sea, and the siding is to be constructed to give the necessary railway connection. (Oct., pg. 459.)

James Bay Ry.—The Board of Railway Commissioners at its Toronto sittings, Nov. 7, gave consideration to the question of the entrance of the J.B. Ry. into Toronto. The matter came up on the application of the C.P.R. for permission to double track its line in Toronto from Winchester St. bridge to Parliament St., to which the J.B. Ry. objected. The J.B. Ry. has asked for 14 ft. of railway reserve adjoining the roadway on the west bank of the Don River for its entrance into the city. The city council opposes the application on the ground that there are already a sufficient number of tracks in the Don valley, and asks that the Commission shall direct the J.B. Ry. to use the old Belt Line tracks to Queen St., and that running rights be given over existing lines from that point. The matters were fully argued and decisions reversed.

We were recently informed that about 70% of the grading has been completed between Toronto and Beaverton; the work between Beaverton and a point four miles south of Severn River, has been held up on account of the negotiations with Orillia as to whether the line should be carried round the east or west side of Lake Couchiching; and the grading has been practically completed from four miles south of the Severn River into Parry Sound. It is expected to complete the grading and bridging between Toronto and Beaverton, and possibly that between Beaverton and four miles south of Severn River this year. When advised track had been laid for 28 miles south from Parry Sound and eight miles south from Beaverton, and it is expected to lay the track from Toronto to end of the track south of Beaverton this year, and also to complete the track as far south from Parry Sound as Severn River. A station has been built at Parry Sound, and stations are being built at Barnsdale and Beaverton. This work is being done by the company. At Parry Sound a dock has been constructed about 800 ft. by 50 ft., with double depressed tracks alongside it. The divisional point will be at Parry Sound, and an eight stall roundhouse, with machine shop 90 by 40 ft., will be constructed. The bridge across the Seguin River consists of three spans of 75 ft. each, and two of 30 ft. each. A swing bridge has been constructed over the outlet of Muskoka Lake at Bala. North from Parry Sound six miles of grading have been completed and it is expected to finish an additional 16 miles of grading this year. Grading is also going on north of the French River for 20 miles. Tracklaying has been started north of Parry Sound, and it is expected to lay about 15 miles this year. S. H. Sykes, Parry Sound, is in charge of construction. A survey is being made from a point on the line near Parry Sound to Ottawa, to which point the company has power to construct a line. (Oct., pg. 459.)

Killarney to Hutton Township.—A line of railway will be constructed immediately from Killarney, on the shores of Lake Huron, to some extensive iron ore mines in Hutton township, a distance of about 70 miles.

Mackenzie, Mann & Co. are largely interested in the mines, and D. D. Mann is reported to have stated in a recent interview that the line of railway was already under construction and would be completed by Sept., 1906. At Killarney shipping piers will be erected so that the ore may be shipped to blast furnaces. The C.P.R. has completed surveys for a branch line from Sudbury to a point in Hutton township, but we were recently advised that it might never be constructed. At the last session of the Ontario Legislature Sault Ste. Marie people applied for an act incorporating a company with the title of the Manitoulin and Iron Range Ry. for the purpose of constructing a railway from Hutton tp., southerly and westerly to Lake Huron, near the boundary of Humboldt tp., but although approved by the railway committee it did not get through the Legislature. The lake terminal of the line now being constructed will be further west than that proposed for the Manitoulin and Iron Range Ry., and will in all probability connect with the James Bay Ry., now under construction from Toronto to Sudbury, by Mackenzie, Mann & Co. The main line of the Canadian Northern Ry., now being surveyed by Mackenzie, Mann & Co., from near Port Arthur easterly, will run near Hutton tp., and a connection with it will, it is also probable, be made.

Klondike Mines Ry.—We have been advised that four miles of line have been completed and grading has been finished to the end of the seventh mile. From that point to the 13th mile grading has been done in spots. Work was delayed considerably owing to the injunctions which were taken out by miners, who had staked out claims covering the right of way. It is not likely that any further construction will be done this year. As located, the line starts from Dawson City, crosses the Klondike River, which it follows until Bonanza Creek is reached. It then follows the left bank of Bonanza Creek as far as 51 below Discovery, where it crosses the creek and follows the right bank to Grand Forks. (Oct., pg. 459.)

Medicine Hat and Northern Alberta Ry.—A meeting of shareholders for organization purposes was called to be held at Winnipeg, Oct. 31, but was postponed to Dec. 5. The act of incorporation was passed by the Dominion Parliament in 1902. J. Cochrane, D. Lockerby, Montreal; F. R. Latchford, H. B. McGiverin, Ottawa; F. H. Phippen, Winnipeg, being the provisional directors. The company was given power to construct a railway from Medicine Hat, Sask., on the C.P.R., northwesterly to tp. 31, ranges 16 or 17, west of the 4th principal meridian, thence to Victoria on the North Saskatchewan River, Alta. Power was also given to enter into agreements for conveying or leasing the line, or for amalgamation with the C.P.R. or the Canadian Northern Ry. In 1903 the Dominion Parliament passed a further act authorizing the company to construct a line from Medicine Hat southerly to the International boundary near Many Berries Creek, and a branch from the previously authorized line near its crossing of the Battle River, northwesterly to Strathcona, Alta. At its last session the Dominion Parliament extended the time limit for the commencement and completion of the lines. (Feb., pg. 49.)

Michigan Central Rd.—Surveys are being made for a second track between Tilbury and Ridgeway, Ont., and for a line from Edy's Mills to Dawn. An order has been placed for 100 lb., 90 lb., and 85 lb. rails for use on various parts of the line, the total cost of the new rails being estimated at \$4,150,000, about \$900,000 being for rails to be used on the Canadian portion of the company's line. (Oct., pg. 459.)

Midland Ry. of Manitoba.—Surveys are being made for a line from Portage la Prairie,