

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska.—The Alaska, Copper River and Yukon Ry. Co. has been incorporated in the state of Washington, with E. D. Bannister, A. Biles and T. L. Parker as incorporators, to construct a railway from Prince William's sound through the Copper and Tananna river country to near Eagle on the Yukon river, and to operate a steamship line from Seattle to Prince William's sound. The capital is placed at \$25,000,000. The distance between the two points is about 480 miles, and it has been surveyed by J. C. Heney, who was engaged on the construction of the White Pass and Yukon Ry.

The Alaska Southern Ry., which has been incorporated in Oklahoma, I.T., proposes to construct a railway from Barrow's Bay, Alaska, to Laketon, B.C., about 250 miles. The offices are at Guthrie, Okla. and Danville, Ill., among those interested being: J. C. Strang, C. H. Filson, and C. H. Woods, of Guthrie; J. J. Campbell, F. T. Hill, W. I. and A. Cork, of Danville; J. W. Daly, of Ketchikan, Alaska, and W. D. Ford, of Galena, Kan. There is no Dominion or Provincial charter in existence under which such a line could be built, and no notice of application for one has been given for the current sessions of either Parliament or Legislature.

Officials of the Trans-Alaskan Ry. state that the location surveys have been completed of a portion of the projected line from Cook's Inlet to Behring Strait, 850 miles; and that bids will shortly be asked for the construction of the first 100 miles of the line. The Co.'s exploration party has constructed a horse trail from the Yukon river to Iliamna lake on the way to Cape Nome. (Feb., pg. 54.)

Albert Ry.—Application is being made for Provincial and Dominion subsidies to aid in the construction of 8 miles of railway from Baltimore siding, on the Salisbury and Harvey Ry., to the Petitiocodiac bridge at Moncton, N.B. The construction of this line would shorten the route from Hillsboro' and other points in Albert county to Moncton by 18 miles. A survey of the proposed line was made in 1900 by P. S. Archibald, C.E. If the subsidies are granted, Dr. Swan, of New York, receiver and practical owner of the Salisbury and Harvey Ry., states that he will proceed with its construction at once.

Algoma Central and Hudson's Bay Ry.—F. H. Clergue, President, stated, Mar. 6, that the Co. would have completed the line upon which construction was then proceeding, 225 miles, by the end of this year. 3,000 men are at work on various portions of the line. Of this 225 miles, 71 miles are in operation, viz., from Sault Ste. Marie to Ogidaki, 48 miles; from Michipicoten to Helen Mine, 12 miles, and from Josephine Jct., 10 miles from Michipicoten, to Josephine Mines, 11 miles. The grading from Ogidaki to Pangissin, 22 miles, is ready for tracklaying, and the remainder of the grading to where the main line will effect a junction with the Michipicoten branch at Park Lake, and from thence to a junction with the C.P.R. transcontinental line, near Missanabie, is reported to be well under way. (Feb., pg. 54.)

Replying to a question in the Ontario Legislature recently, the Commissioner of Crown Lands stated that no lands had yet been expropriated for the A.C. and H.B. Ry. Co., the surveys not being completed. He also stated, Feb. 28, that the Co. had applied for land at Otter Head and Pilot harbors, for terminals for the railway and steamer services of the Co., but that no decision had been arrived at on the applications.

Atlantic and Lake Superior Ry.—The trustees for the bondholders, who are now completing the line to the 100th mile, are seeking power to extend the line to Fort Daniel, about 25 miles further. Mileage 100 is 2 miles beyond New Carlisle. The work now in progress is expected to be completed during next summer. (Feb., pg. 55.)

Aylmer, St. Thomas and London Electric Ry. Co.—See Middlesex and Essex Interurban Ry. Co.

Battleford and Lake Lenore Ry.—G. D. Wood, Winnipeg; A. J. Adamson, Rosthern, Sask.; J. H. Lamont, Prince Albert, Sask.; R. Prefontaine, Montreal; A. R. Auld, Toronto; and C. Peterson, Guelph, Ont., are applying at the present session of the Dominion Parliament for an Act to incorporate a company under this title to construct a railway from Hobbema station, on the Calgary and Edmonton Ry., easterly, crossing the line of the Qu'Appelle, Long Lake and Saskatchewan Ry. at Osler station, to Lake Lenore, thence north-easterly to Crooked river on the Canadian Northern Ry., with a branch from tp. 40, range 24 west of the 2nd meridian, to Yorkton, Assa. The Co. asks two years to commence and six years to complete its lines; and for power to lease its lines to, or amalgamate with, either the Canadian Northern Ry. or the C.P.R.

The Bay of Quinte Ry. Co. is applying at the current session of the Dominion Parliament for an Act authorizing the extension of the Co.'s line from Deseronto, or near there, to Lake Ontario, near Picton, Ont., with power to build a bridge across the Bay of Quinte, and if found expedient to construct a branch into Picton.

The Ontario Legislature, at the recent session voted a subsidy of \$150,000, of which \$50,000 is a revote of a subsidy to the Kingston, Napanee and Western Ry., voted in 1893. The lines covered by the subsidy are not to exceed 50 miles in length, and will extend from Tweed, northerly to the iron and mineral deposits in Hastings County.

Belleville Traction Co.—Lewis and Alford, who recently purchased this line from the Bank of Montreal, propose applying to the city council for a new franchise. They have applied to the county council for a right of way to Trenton and Shannonville with a view to extending the line. It is stated that a new company is to be formed to take over the line and extend it. We are informed that it is the intention of Lewis and Alford to break up the line unless they can sell it very shortly. (Feb., pg. 55.)

The Brantford Street Ry. Co. has applied to the city council for permission to lay additional tracks in order to provide the necessary facilities for handling the traffic on the lines to be constructed from Paris and other points by the Von Echa Construction Co. (Feb., pg. 55.)

B. C. Electric Ry.—It is understood that the B.C. Government will contribute \$50,000 towards the cost of the new bridge at Point Ellice, Victoria. (Feb., pg. 55.)

The Co. expects to have track laid to Cedar Cove, 1½ miles from the present terminus at the sugar refinery; and to the city limits from 9th avenue, by May 1, on its lines in Vancouver.

B. C. and Yukon Ry. Co.—T. O'Brien, Dawson, Yukon; G. L. Milne, H. M. Cleland, R. Hall, Victoria, B.C.; and J. England, Vancouver, B.C., are making application at the current session of the Dominion Parliament for an act incorporating a company under this title to construct a railway from the northern boundary of B.C. between 140 and 130 degrees, longitude, to the Yukon river, below Rink rapids; thence via Selkirk to Dawson. The capital of the Co. is fixed at \$15,000,000

and it seeks power to issue bonds for \$40,000 a mile.

The Bruce Mines and Algoma Ry., from Bruce Mines, on the C.P.R. Sault Ste. Marie line to the Rock Lake Mining Co.'s concentrating mill at Rock lake, 15 miles, has been inspected by R. McCallum, C.E., of the Ontario department of Public Works. The line is partially ballasted, and this will be completed as soon as possible. Birmingham & McMartin of Sault Ste. Marie, Ont., are the contractors. The Co. proposes to build 2 miles of track from the C.P.R. crossing into Bruce Mines village, and also 15 miles northerly from Rock lake, but no time has been fixed for going on with the work, as the Co. has not been voted the subsidy which it asked from the Ontario Government. The Co. was, however, voted a subsidy of \$3,200 a mile for 4 miles, from Bruce Mines to the shore of Lake Huron. (Feb., pg. 55.)

Buffalo, N. Y., Union Station.—The New York Central Rd. asks that the Hamburg Canal from Hamburg st. west to Main st. be filled and given to the railways; that the city and the railways buy the property bounded by Exchange, Main, Scott and Washington streets, the eventual ownership to be determined later; that in the station built thereon all the railways at present entering Buffalo shall have the right to come on terms agreed upon between them and the New York Central, the city to have no voice in the matter of terms, not even to the arbitration of differences. The railways will decide whether any new road shall be admitted. In event of the first two features being agreed upon President Newman promises to at once take up the proposition with the other lines and push matters to a conclusion as speedily as possible. In event of the failure of the negotiations the New York Central will build its own new station in Exchange st. on plans already prepared, but this work will be delayed some years and preparatory to it the roof of the present station will be taken off and sheds built out over the tracks as a makeshift. — Railroad Gazette.

Calgary and Edmonton Ry.—A preliminary survey has been made for an extension of the C. and E. R., from its present terminus at McLeod, Alberta, to the international boundary, under the supervision of N. E. Brooks, the field party being in charge of G. H. Garden, C.E., of Lethbridge. The proposed extension will run via Cardston to the boundary. Nothing has been announced as to construction, but it is possible that it may be gone on with this year.

Application is being made at the current session of the Dominion Parliament for an act authorizing the construction of branches from the main line easterly from Wetaskiwin and Lacombe, and easterly and westerly from Strathcona. (Feb., pg. 55.)

Canada Atlantic Ry.—Permission has been given by the Railway Committee of the Privy Council for the proposed crossings in Nepean, Haggerty, Fitzroy and March to be constructed.

Canada Central Ry. Co.—T. W. Patterson, Vancouver, B.C.; T. H. Johnson, Winnipeg, Man.; E. F. B. Johnson, Toronto; J. Milne, Duluth, Minn., and M. B. Lloyd, Minneapolis, Minn., were incorporated at the recent session of the Ontario Legislature under this title to construct a railway from near the mouth of French river, north-westerly to Whanapitae lake; then northerly to the headquarters of the Montreal river, and thence to a point on the Albany river, with power to construct a branch to Port Arthur and Fort William. The Co. is given power to operate the line by steam or electricity; to issue \$1,000,000 of capital stock, to issue bonds to the extent of \$20,000 a mile; to construct telegraph and telephone lines; to agree with companies for the hire of rolling stock; to acquire and erect