

ALGOMA CENTRAL

Manitoulin & North Shore Ry.

This company will receive by an Act just passed by the Ontario Legislature, a land grant totalling 2,512,000 acres. This with the \$211,200 voted by the Dominion Government in 1900, will enable the Co. to proceed with the construction of this line which has for its object the opening up of a new and short route to Sault Ste. Marie.

The railway will be about 300 miles in length—285 miles is one estimate—and will with the intervening 15 miles of ferry, connect Sudbury with Meaford, Ont. Starting from Little Current, Manitoulin Island, the railway will run south-easterly to Fitzwilliam Island, off the south shore of Manitoulin Island, from which point to Tobermory, at the end of Bruce Peninsula—a distance of 15 miles, of which 7 is open lake—there will be a car ferry; and from Tobermory the railway will be continued to Meaford, making connection with the G.T.R. there as well as at Owen Sound and Warton, and with the C.P.R. at Owen Sound. From Little Current the line will proceed northerly and easterly 105 miles, making the connection with the mainland by several bridges, to White Fish River, Algoma; thence to Onaping, on the C.P.R. main line, 45 miles; from a point on the railway near the south-east corner of Trill township to Sudbury, 30 miles; and from the same point in Trill township to a point 85 miles westerly towards Michipicoton or Balchewana Bay.

The minerals are granted with the land, but all red and white pine are reserved to the Crown. The Co.'s line between Meaford and Owen Sound, and Warton and Sudbury, are to be surveyed and located by June 1, 1902; and at least 30 miles of the line completed by May 1, 1902, and the whole line completed by June, 1906, the work on the different sections to proceed simultaneously. Pending the construction of the line, the Co. is to operate a steamship line for the transportation of freight and passengers between Windsor, Sarnia, Goderich, Kincardine, Southampton and Little Current, and within six months after the passing of the Act has to commence the erection of a smelting works and complete the same to 300 tons capacity per day at some point convenient to the line. At least 1,000 male settlers per year have to be brought in and located on the Co.'s lands for 10 years. Running powers are given to the G.T.R. and the C.P.R., or any other company over the line; the rates are to be subject to the approval of the Lieut.-Governor-in-Council, and the Government reserves the right to acquire the railway and franchises of the Co. at any time within the next 15 years by paying to the Co. the actual cost of the works with not less than 6% cumulative interest, less the land subsidy calculated at 50c. an acre, the traffic receipts of the railway, and 50% of any subsidies that have been or may be granted by the Dominion Parliament.

The Manitoulin and North Shore Ry. Co. was originally incorporated by the Ontario Legislature in 1888, and by an Act of 1900 its head offices were transferred to Sault Ste. Marie; the time for the construction and com-

pletion of the railway was extended, its capital stock increased; power was given to operate the railway by electricity in the unsettled parts of the Algoma district, and the original charter otherwise amended. The capital was fixed at \$5,000,000, with power to increase, and the Co. was given 5 years to build the line.

The Manitoulin and North Shore Ry. Co. was incorporated by the Dominion Parliament in 1900, and was voted a cash subsidy of \$211,200 towards the construction of 66 miles of line between Little Current and Sudbury, the Co. to construct a bridge from Manitoulin Island to the mainland sufficiently large for vehicular traffic as well as for the railway. This charter was acquired by F. H. Clergue and others owning the Algoma Central Ry., and power is given to amalgamate it with their undertakings under the title of the Algoma Central and Hudson's Bay Ry. Co., by an Act passed this session.

In 1899 the Dominion Parliament voted a subsidy of \$3,200 a mile towards the construction of a railway between Owen Sound and Meaford, not exceeding 21 miles, although no company had been chartered to build the line, and no application had been made for the granting of a subsidy. The G.T.R. was approached by the town of Owen Sound to undertake the work, but Mr. Hays replied that the Co. would not do so. This subsidy may be available for the Manitoulin and North Shore.

Ontario Railway Subsidies.

The Ontario Legislature, at its session just closed, voted the following subsidies:

1. To the Bracebridge and Trading Lake Ry., from Bracebridge to the township of McLean, at or near Baysville, 16 miles, \$3,000 a mile—\$48,000.
2. To the Bruce Mines and Algoma Ry., from or near Bruce Mines, to or near Rock Lake copper mines, 13 miles, \$3,000 a mile—\$39,000.
3. To a railway at or near Bolton creek, Oso township, to the iron mines in Lunark township, 25 miles, \$3,000 a mile—\$75,000.
4. To the Norwood and Apsley Ry., from Norwood, on the C.P.R., to or near Apsley, 25 miles, \$3,000 a mile—\$75,000.
5. To the Thunder Bay, Nipigon and St. Joe railway, from Port Arthur north-easterly towards Lake Nipigon, 30 miles, \$2,000 a mile, and a land grant of 5,000 acres a mile.

All these grants are subject to the ordinary conditions governing subsidies and to a number of special conditions. The most important of these is that the Cos. shall use only Canadian manufactured supplies and rolling stock for the construction and equipment of the lines, unless specially authorized otherwise by the Lieut.-Governor-in-Council. Other clauses make it clear that the Government shall have power at any time after 10 years to acquire or expropriate any or all of the lines aided under the bill; also enacting that there should be no secret special rates, rebates, drawbacks or concessions to favored shippers, nor any act that will affect free competition on any of the lines so aided. Another

clause requires the various lines to carry roadmaking material for improving the local roads, at the actual cost of handling and carriage.

The Bracebridge and Trading Lake Ry. Co. was incorporated by the Ontario Legislature, in 1900, to build a line from Bracebridge to Baysville, 14 miles, also to a point on Muskoka Lake, near Beaumaris. The Dominion Government in the same year voted a cash subsidy of \$48,000 towards the construction of this line.

The Norwood and Apsley Ry. Co. was incorporated at the recent session of the Ontario Legislature, the promoters having an understanding with the C.P.R. that if a charter and a subsidy were obtained that Co. would build and operate the line.

Fuller particulars about the Thunder Bay, Nipigon & St. Joe Ry. will be found below.

Thunder Bay, Nipigon, and St. Joe Ry.

This Company, to which the Ontario Legislature has just granted a cash subsidy of \$2,000 and 5,000 acres of land per mile, was incorporated in 1899 by the Ontario Legislature to construct a railway from Port Arthur and Fort William to the south-west shore of Lake Nipigon, and thence to the northern boundary of the Province, the Albert River at the outlet of Lake St. Joe. The length of the projected line is 190 miles, and the subsidies now granted provide for the construction of the first 30 miles, which were surveyed in 1899. A preliminary survey has been made as far as Lake Nipigon, 80 miles, and a location survey for the first 30 miles. The line is to start from or near Port Arthur, and the Co. proposes to make a connection with Fort William, and will proceed north-easterly towards Lake Nipigon for a distance not exceeding 30 miles, through the townships of McIntyre and Gorham to near Dog Lake.

The land grant, therefore, amounts to 150,000 acres, all of which shall be selected not less than 10 miles from Port Arthur. Each block is to be rectangular in shape, and to contain as nearly as possible 50,000 acres, the Co. having the right to all minerals, but not to the pine. The first grant of land to be made as soon as 10 miles of line has been equipped and ready for traffic. The construction of the line is to be commenced by April 1, 1902, and is to be completed within 12 months or the subsidies may be cancelled. A station is to be erected in the middle of each block of land granted to the Co., and when requested by the Commissioner for Crown Lands the Co. undertakes to lay out a town-plot in each block in the vicinity of the stations. The Co. also undertakes to settle on its lands 100 male settlers a year for 10 years, and when necessary shall build a school-house and a public hall sufficient for a population of 500.

The Hampton and St. Martin's Ry. in New Brunswick, which has been closed down since early in Feb. on account of snow—an annual occurrence—is being re-opened for traffic.

MAY 1901

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.)

Ann Arbor and Pontiac Ry. Co.—W. I. Con-

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MAY 1901

at a cost of \$1,000,000.

Algoma Central and Hudson's Bay Ry.

—There has been completed and is in operation 43 miles of the main line of this railway from Sault Ste. Marie, the present terminus being at Achigan. There is under construction a further distance of 128 miles which will carry the line to Park Lake Jct., the point at which the Michipicoten branch will join the main line. It is expected that rails will be laid on 28 miles of this 128 by the end of Nov., carrying the track to or a little beyond Chippewa river. Grading on the remaining 100 miles will be proceeded with as rapidly as possible, and it is expected that it will be completed by Aug., 1902. Track laying on this portion of the line will be done as fast as the grade is turned over to the Co. The contractors are Fauquier Bros. and Connée & Bowman. W. Z. Earle is Chief Engineer. The sectional engineers from Goulais to Chippewa river are: C. R. Boucher, E. Force, H. Brunnell, and G. L. Mattice. From Chippewa river to Park Lane Jct. there are division engineers C. Gardin, C. Mitchell, and C. Perry, with J. L. Boyd, F. J. Mackie, G. L. Law, W. V. Taylor, J. Davidson, and W. J. Clifford in charge of sections. H. M. Stone is Bridge Engineer and C. H. Morse is his assistant.

No further contracts have been let, but location surveys are being made for the continuation of the line from Park Lake Jct. to the C.P.R. transcontinental line, by F. E. Simar and A. True, and northerly from the C.P.R. line to James' Bay, the survey is in charge of C. F. Hannington.

The Michipicoten branch from Michipicoten harbor to the Helen Mine is 11 miles long and is open for traffic, one train a day being run in each direction.

Track has been laid for 3 miles on the Josephine branch from its junction with the Michipicoten branch, and we were recently informed that track laying on the remaining $7\frac{1}{2}$ miles would be completed by the end of

September
1901

Falls and Canada Ry.

Algoma Central and Hudson's Bay Ry.—

Hon. J. S. Stratton, Provincial Secretary, and other members of the Ontario Cabinet, have been visiting Northwest Ontario, and recently made a trip over the main line for about 30 miles from Sault Ste. Marie. At that time 67 miles of the Co.'s lines were in operation, viz: 43 miles from Sault Ste. Marie northerly; and 24 miles on the Michipicoten branch, which will join the main line at Park Lake Jct. The track has been laid with 85 lb. steel rails and the bridges and culverts have been built in a most substantial manner.

We were recently officially informed that it is expected that track-laying will be completed to the 71st mile before snow comes. This will bring the track to a little beyond the Chipewewa river, 100 miles south of Park Lake Jct.

The Josephine branch is $10\frac{1}{2}$ miles in length from the line from Michipicoten harbor to Park Lake Jct., to the Josephine Mine. Of this 3 miles had been completed in Aug., and, at our last advices, tracklaying was being pushed on the remaining $7\frac{1}{2}$ miles, which was expected to be in operation early in Oct. (Sept., pg. 271.)

November 1901

Beausejour.

Manitoulin and North Shore Ry.—We were officially informed, Jan. 17, that a contract had not been let for the construction of the section of the line between Spanish river and Whitefish bay.

The preliminary survey for the section of the line between Owen Sound and the other connections with the G.T.R. at Wiarton and Meaford, and Tobermory, at the end of the Bruce peninsula, have been completed. Mr. McCormick, the engineer in charge of the survey, has stated that the country presents no serious engineering features; that a large agricultural area will be opened up in Eastnor township; that there are large tracts of timber in St. Edwards and Lindsay townships; and that the harbor at Tobermory can be approached by a grade of less than 1%. (Jan., pg. 3.)

Medicine Hat Ry. and Coal Co.—J. W.

1902

W.R. is leased to the C.N.R.

Manitoulin and North Shore Ry.—In connection with the 13 miles from Sudbury to Gertrude Mine, completed in 1900, and in operation, an application for the land grant, voted by the Ontario Legislature last session, has been sent in to the Crown Lands Department, Toronto. The land grant is at the rate of 7,400 acres a mile, and this application is for 96,200 acres, in alternate blocks. It is understood that certain areas west of Sudbury are applied for.

It is reported that the right of way is being cleared between Spanish River and White Fish Bay on Georgian bay, 16 miles.

The surveys being made by Mr. McCormick in the Bruce peninsula, from Meaford to Tobermory, are practically completed. No serious engineering difficulties have been encountered. (Dev., 1901, pg. 355.)

Matane and Gaspé Ry.—L. H. Chouinard,

January 1902

Ky., U.S.

Algoma Central & Hudson's Bay Ry. — We were officially informed recently that track had been laid to Ogidaki, 48 miles from Sault Ste. Marie, and a rock cut had to be completed at that point before any further track laying could be done, but that it was expected to have the track laid to Pangissing station, on the Chippewa river, mileage 71, by the end of Jan.

The Josephine branch is $10\frac{1}{2}$ miles in length, and is in operation to Josephine mines. The distance between this point and Park Lake Jct., where connection will be made with the main line from Sault Ste. Marie, is about 5 miles. (Jan., pg. 1.)

February 1902

be an independent company.

Manitoulin and North Shore Ry.—F. H. Clergue stated a short time since that the surveys for this line had been completed, that construction would be commenced on an early date, and that the contracts would provide for the completion of the work in two years. There would be three divisions, viz., from Meaford to Tobermory; from Fitzwilliam, on Manitoulin island to Sudbury, and from Sudbury to Sault Ste. Marie, Ont. The 15-mile link between Tobermory and Fitzwilliam will be operated by a car ferry. The Gore Bay (Manitoulin island) Conservator recently stated that no survey had been made across Manitoulin island. Another statement is to the effect that location surveys for the line to the shore of Georgian Bay have been completed and that the survey parties have returned to Sault Ste. Marie. The line as projected will cross the C.P.R. Sudbury branch at Stanley river, and from the shore of Georgian bay, will be carried over some small islands into Little Current, on Manitoulin island, the distance from Sudbury to Little Current being 66 miles, of which about 16 miles has already been constructed. The surveys, which are reported to have been completed from Sudbury to Sault Ste. Marie, show a line from near the falls of the Spanish river, in as near a straight line as possible at a distance of from 6 to 12 miles north of the C.P.R. tracks to the boundary between Aberdeen and Galbraith townships where alternative routes have been surveyed, about six miles apart, joining about three miles east of Garden river station on the C.P.R. and paralleling that line into Sault Ste. Marie.

Tenders for the construction of the following sections of the line were recently asked: Meaford to Tobermory, about 70 miles; Fitzwilliam island to Gertrude mines, about 70 miles; Sudbury to Sault Ste. Marie, about 180 miles. Contracts had not been reported let to Jan. 20, but it was stated that financial arrangements made by the Consolidated Lake Superior Co. were such as would permit of the early commencement of the work. (Nov., 1902, pg. 383.)

The Medicine Hat and Northern Alberta

January
1903

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska Central Ry.—A recent report states that 30 miles of track had been laid from Port Shiard, and that grading had been completed for 20 miles beyond track end. Contracts are being arranged for further construction. The line is projected to the Yukon River, a distance of about 500 miles. The company proposes to inaugurate a steamer service from Port Shiard to Vancouver, B.C.; Seattle, Wash., and San Francisco, Cal.

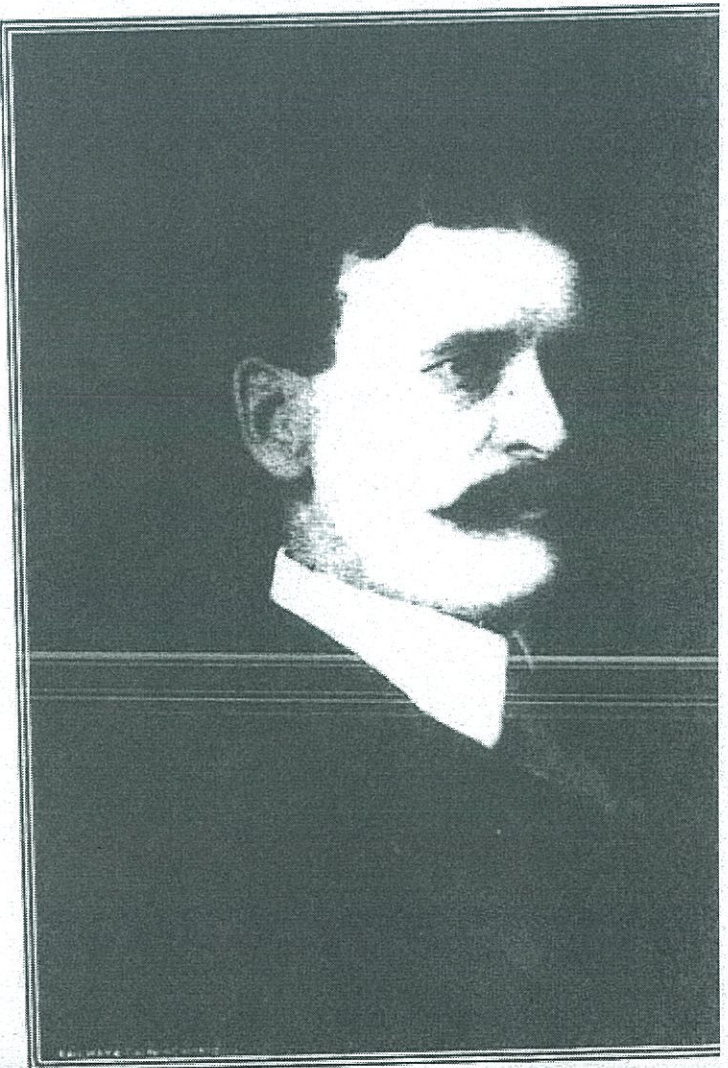
Alberta Ry. and Irrigation Co. Application will be made at the current session of the Dominion Parliament for an act authorizing the company to amalgamate with the Western Alberta Ry., or to acquire its franchises and property.

The Algoma Central and Hudson Bay Ry. is being operated from Sault Ste. Marie to Mekatina, Ont., 64 miles. Beyond this point to the junction with the Michipicoten branch, grading for which had been completed prior to the reorganization, two miles of track has been laid, and it is understood that during the year work will be resumed and the line completed. Although the Lake Superior Corporation is under contract with the Ontario Government to construct the line to the C.P.R., it is not expected that anything will be done in that direction this year. (Sept., 1904, pg. 311.)

Algoma Copper Range Ry.—Application will be made during the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Batchawaung Bay, easterly to the Superior Copper Mines, thence easterly for about fifty miles to Aubrey Falls, Ont. Power is also sought to operate steam and other vessels on the navigable waters touched by the line. Hearst, McKay and Darling are solicitors for the promoters.

wan River, to the Athabasca River at the junction of the Clear Water River with it; to own and operate steamers and to carry on a business in oil, petroleum and asphalt and their by-products. Short, Cross, Biggar and Ewing, solicitors, Edmonton, Alta., represent the promoters.

Battleford and Lake Lenore Ry.—The Dominion Parliament will be asked at its current session to pass an act confirming the act incorporating the company, and authorizing a change of location, so that the projected railway may run through Saskatoon, Sask.



W. G. ROSS,
Managing Director Montreal Street Ry. Co. and Pres.
Canadian Street Ry. Association.

February 1905

Apr. 1905.]

THE RAILWAY AND SHIPPING WORLD

The St. Mary's River Ry. is operated by the Alberta Ry. and Coal Co.

The Toronto, Hamilton and Buffalo Ry. has 169 miles of double track.

No returns for the year ended June 30, 1904, have been received from the following lines: Hampton and St. Martin's Ry.; Mount Sicker Ry.; New Brunswick Ry. Co. The figures given are for the year ended June 30, 1903.

The totals given are not strictly accurate, as they include returns for a number of lines for the year ended June 30, 1903, the figures for the year ended June 30, 1904, not having been received in time to be included.

The Dominion Wire Rope Co., Ltd., held its annual meeting in Montreal recently.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry. In a recent interview at Toronto, F. H. Clergue is reported as having stated that the line would be completed to a junction with the main line of the C. P. R., and that the operations would be commenced at an early date and conducted with energy, and that assurances to that effect had been given to the Ontario Government. Enquiry of members of the Government fails to confirm this. We are advised the matter is under the consideration of the directors, and will be dealt with definitely in the near future. (Mar., pg. 89.)

Algoma Copper Range Ry. R. D. Perry,

April 1905

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry.—

The company applied to the Dominion Parliament this session for an extension of time for the completion of its railway to Hudson Bay. The applicants desired to have five years within which to commence the extension, but the House of Commons has cut this down to two years, with five years as the time within which the line has to be completed.

The Lake Superior Corporation, which now controls the charter, is said to be arranging to have the line completed to a junction with the C.P.R. transcontinental line. At present about 25 miles of grading is required for this purpose, but there is a long stretch, something like 130 miles, on which track has to be laid, and a number of bridges to be built between the present track end and the point at which grading has to be taken up again. (April, pg. 143.)

By E. M. Burns,

June 1905

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April, pg. 1711

Manitoulin and North Shore Ry. The ap-
plication of the company, which is one of
the numerous railway projects, the charters
for which are owned by the Lake Superior
corporation, at the current session of the
Dominion Parliament for an extension of
time, was contested by residents of Owen
Sound, Ont. The company has power to
construct a line to connect Owen Sound and
Meaford, but as nothing was being done in
the way of construction, local interests ap-
plied for an act of incorporation as the Owen
Sound and Meaford Ry. As a result of the
meeting between the Owen Sound deputa-
tion and the promoters of the M. and N.S.
Ry., an agreement was reached, in conse-
quence of which it is provided in the act that
if the M. and N.S. Ry. does not begin con-
struction between Owen Sound and Meaford
within six months, and expend \$150,000 on
construction, its powers are to lapse. The
line is to be completed in 1906. In connec-
tion with the power of the company to con-
struct a line from Sudbury to Little Current,
a section was inserted directing the com-
mencement of work within a year from July
1 at Little Current, the spending of \$120,000
within a year, and the completion of the
work within two years. The Ontario Gov-
ernment has been asked to aid in the con-
struction of this latter piece of line, 75 miles
in length. We were advised May 22 that no
definite arrangements had been made; that
no engineer had been appointed, and that it
was not likely anything would be done for
some weeks. See also Canada Central Ry.
and Owen Sound and Meaford Ry.

**Nicola, Kamloops and Similkameen Coal
and Ry. Co.**—The Railway Commissioners
have approved the route of a projected
railway from Snence's Bridge, on the main

June 1905

349).

Algoma Central and Hudson Bay Ry.—

A press report recently credited F. H. Clergue with stating that the line would be extended during the current year 25 miles to connect with the C.P.R. We were officially advised, Feb. 16, that the Board had not reached any definite decision with regard to intended extensions or betterments. The main line extends from Sault Ste. Marie to mileage 70, at the north branch of the Chippewa River; the grading is done through to Josephine Jet., which is 101 miles from the present track end. At Josephine Jet. the line will join the existing line from Michipicoten Harbor. The distance from Josephine Jet. to the C.P.R. main transcontinental line is 35 miles. (July, 1905, pg. 281.)

Brandon Transfer Ry.—The Dominion

MARCH 1906

(pg. 89.)

Sault Ste. Marie to C.P.R. Main Line.—A deputation from Sault Ste. Marie, Ont., waited on the Ontario Government, Feb. 13, and urged amongst other things that the Government construct, or aid in the construction of a railway from Sault Ste. Marie northerly to the C.P.R. main line, about 200 miles. Consideration was promised.

The Algoma Central and Hudson Bay Ry. is in operation for some 70 miles, is partially constructed for a considerable further distance, and surveys have been completed to a junction with the C.P.R. Provincial bonuses towards the construction of this line have been voted. Another line is the Bruce Mines and Algoma Ry., which extends from Lake Huron, through Bruce Mines village to the Rock Lake copper mines, and has been given power to extend to the C.P.R. The deputation did not expect that either of these lines were likely to engage in the construction of an extension to the C.P.R., and therefore asked for a Government line if possible.

MARCH 1907

July, 1907]

THE RAILWAY AND MARINE WORLD

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson's Bay Ry.
The Superior Copper Co. proposes to construct a spur line from mileage 38.4 on the A.C. and H.B.R. main line, known as Superior Mine station, to its mining property, 13.4 miles. J. F. Wilde was reported recently to be making a survey, and it was stated that the Government would be asked to grant a right of way. The Lake Superior Corporation, owning the A.C. and H.B. Ry., it was stated, had consented to supply all labor and equipment, and to do all the work under the supervision of the directors for a percentage of the cost of the road. It is expected the road will be completed and in operation by Sept. 1, and will cost

A steel bridge with trestle approaches giving a total length of over 800 ft. has been completed over the Assiniboine River at Portage la Prairie. Grading is in progress upon a line from Walhalla, N.D., to Morden, Man., 24 miles, under the charter of the M. Ry. of Manitoba, and it is expected that track laying will be commenced at an early date.

F. H. McGuigan, Vice-President G.N.R., was in Winnipeg, June 4, on a trip of inspection, and in company with P. E. Thain, Chief Engineer, in charge of Manitoba construction, went over the Portage la Prairie and Brandon lines. Mr. McGuigan stated his business was to get acquainted with the company's lines, and he could not say anything as to the prospects of the construction of a line into Winnipeg, nor as to the layout of the terminals there. (June, pg. 407).

Halifax and Southwestern Ry. A contract has been let to the Lindsay Construction Co.

July 1907

DEC., 1907]

THE

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry.—The Superior Copper Co., Sault Ste. Marie, Mich., is constructing a three mile spur from Superior Mine station, mileage 38.4, to its mining property. Reports state that owing to the assignment, Nov. 5, of F. Perry, who is the largest stockholder in the Superior Copper Co., the work of construction will be suspended temporarily. (Sept., pg. 663).

Chicago and Western Ry.—About

December 1907

May, 1913.]

CANADIAN

Railway Develop

Projected Lines, Surveys, Construct

Algoma Central and Hudson Bay Ry.—We are officially advised in reference to reports that it was intended to proceed with the construction of dock and other terminal facilities at Sault Ste. Marie, Ont., at once, that there will be no further construction on terminal facilities this year. The only work that will be done will be the finishing up of the work practically completed last season, and which was described and illustrated in our Feb. issue. No definite decision has been reached as to the building of the proposed coal dock at Sault Ste. Marie. (April, pg. 168.)

Algoma Eastern Ry.—The Dominion Parliament has extended the time within which the line from Sudbury to Little Current, on Manitoulin Island, Ont., may be completed. (Jan., pg. 20.)

Athabaska Northern Ry.—The Dominion Parliament has extended the time within which the projected railway from Edmonton to Athabaska Landing may be built. (Dec., 1904, pg. 604.)

Atlantic, Quebec and Western Ry.—Quebec Oriental Ry.—The Minister of Railways stated in the House of Commons, Mar. 31, that the Government had under consideration a proposal to take over these lines and operate them as a branch of the Intercolonial Ry. The Q. and O. Ry., formerly known as the Atlantic and Lake Superior Ry., extends from Matapedia on the Intercolonial to New Carlisle, 100 miles, and the A. & W. Ry., from the latter place to Gaspé Basin, Que., 104 miles. (Sept., pg. 104.)

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