

Grand Trunk Pacific Railway Construction-

Ballasting is still in progress on the section of the main line between Skeena Crossing and New Hazelton, B. C. An additional train is to be put on the run between Edmonton, Alberta, and Prince Rupert, B. C., June 1, giving a tri-weekly service between these points.

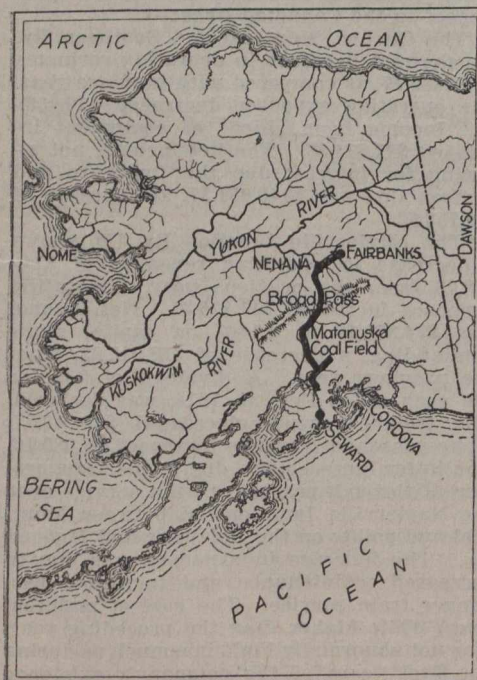
The last pontoon for the G. T. P. R. dry-dock at Prince Rupert was launched in April, and the dock is expected to be ready with a complete outfit with machinery for ship repairs by Aug. 1.

The fuel oil tank equipment at Prince Rupert has been completed and oil burning locomotives have commenced running.

Train service was resumed on the Regina-Yorkton-Canora branch May 15, and it is expected to place a train service in operation on the Weyburn branch of the Regina-International boundary line at an early date. (April, pg. 138.)

U. S. Government Railway for Alaska.

The President of the United States has announced that the Seward-Fairbanks line, known sometimes as the Susitna route, had been selected for the Government railway to be built in Alaska under the \$35,000,000 appropriation of 1914. The route extends from Seward, on Resurrection Bay, to Fairbanks, on the Tanana River, 471 miles. It includes the existing Alaska Northern Rd., which runs from Seward through the Kenai Peninsula for 71 miles to Turnagain Arm. This branch is to be bought by the Government for \$1,150,000. From Turnagain Arm the route is to be extended through the



Route of United States Government Railway for Alaska.

The Alaska Northern Rd., extending north from Seward, is shown by a lighter line than the railway to be built by the Government.

Susitna Valley and across Broad Pass to the Tanana River, and from there on to Fairbanks. It is to be a standard gauge road. A side line is to run from Matanuska Junction into the Matanuska coal field, 38 miles. The road is to be built with its present base at Ship Creek, on Cook's Inlet, and from this point it is expected that the Matanuska coal will be shipped during the greater portion of the year. The estimated cost of construction from Seward to

Fairbanks, including the Matanuska branch, is \$26,800,000.

W. C. Edes, of the Alaska Engineering Commission, has been designated chairman, to be in immediate charge of work and to have power of approval or disapproval of all administrative matters. Lieut. Mears and Mr. Riggs, the other members of the commission, have gone to Alaska to take up the construction and survey work.

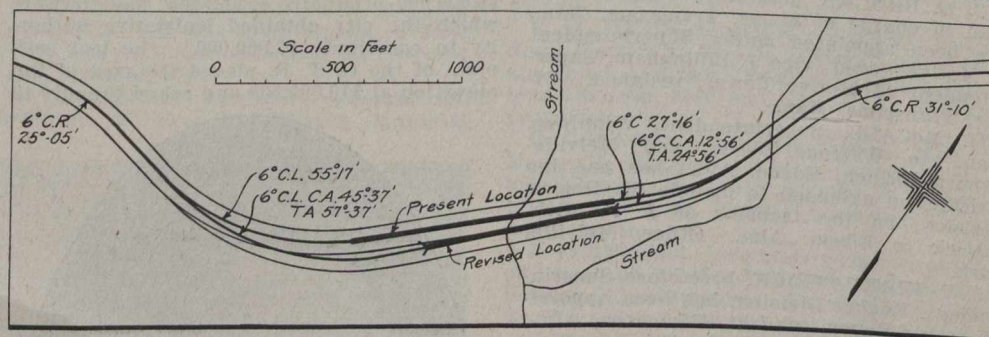
Algoma Central and Hudson Bay Railway Bridge at Bellevue.

The Algoma Central and Hudson Bay Ry. is about to replace the temporary bridge at Bellevue, 20.3 miles north of Sault Ste. Marie, by a permanent structure. The old bridge is a large timber structure of 79-14

Engineer, A.C. & H.B.R., to whom we are indebted for this data. A contract has been let for the superstructure.

A 45° Triangle has been adopted as a badge by the Oregon Society of Engineers and its significance thus noted: Its three angles remind us of the client, the contractor and the engineer. The sides of the triangle are typical of right dealing. The two equal sides call attention to the fact that contractor and client have an equal claim on the knowledge, training and attention of the engineer. The right angle should be a constant reminder that each is entitled to a square deal.

The C.P.R. as Purchasing Agent for the Allies.— Press reports state that it is announced on good authority that the C.P.R.



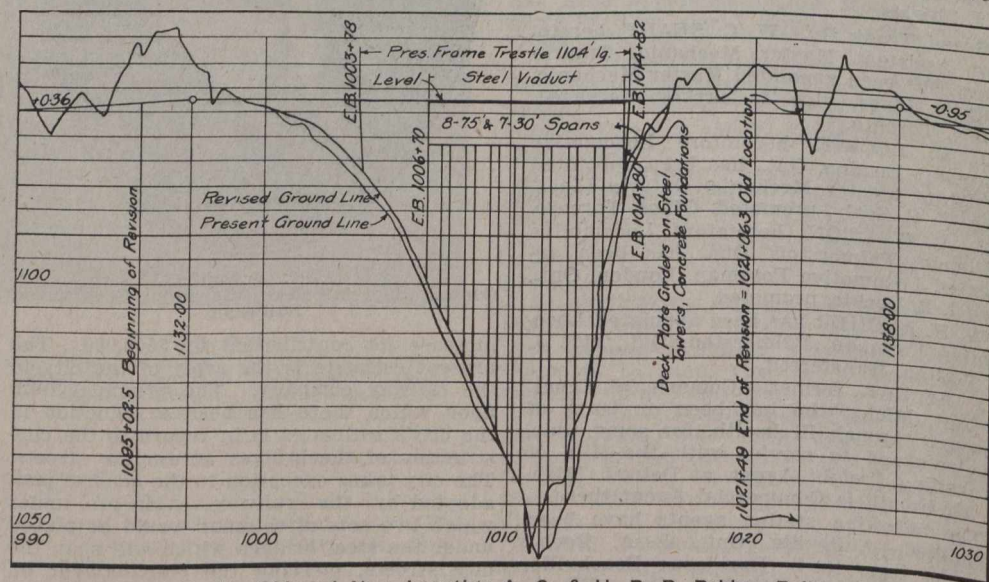
Old and New Location A. C. & H. B. R. Bridge, Bellevue, Ont.

ft. spans or a total length of 1,104 ft. It was built in the winter of 1901-2 and contains approximately 1,500,000 ft. b. m. fir timber. It is especially well braced and is a fine piece of timber work. It spans a gully or coulee through which a small creek flows, hence the waterway is negligible.

The new bridge will be built alongside the old one by making a slight revision in the line. The structure will be 810 ft. long

Purchasing Department has been placed at the disposal of the Allied Governments, to act as purchasing agent on this continent for supplies of all kinds for war purposes. It was stated a few weeks ago that the City of New York sent representatives to Montreal to look into the C.P.R. purchasing system with a view to its adoption by the corporation.

Pacific Great Eastern Railway.—Van-



Condensed Profile Old and New Location A. C. & H. B. R. Bridge, Bellevue, Ont.

over all, composed of 8-75 ft. intermediate and 7-30 ft. tower deck girder spans supported upon trestle legs on concrete.

The north end of the new bridge will come opposite the 3rd bent from the north end of the present bridge, and the south end opposite the 18th bent, hence the new structure will be 294 ft. shorter than the old one. It will contain approximately 1,500,000 lbs. steel, and designed under Dominion Government specifications, class I.

The foundation work will be put in by company forces under the supervision of R. S. McCormick, M. Am. Soc. C.E., Chief

couver press dispatch May 25:—"Officials of the P. & E. R. announce that, through the Provincial and Dominion Governments, they have secured about \$3,000,000, with which to complete the line as far north as the Hundred-mile House in Cariboo, 223 miles from Vancouver. This work will occupy the company until the end of the year. The railway is in operation between Vancouver and Lillooet, 120 miles."

G. Marconi, the wireless telegraph inventor, left New York May 22 to give his services to the Italian Government in the war.