

Great Northern Railway Lines in Canada.

Speaking recently in Victoria, the British Columbia Premier said with reference to the rumors of G.N.R. developments in the province, that he had been informed by L. W. Hill, that the company had decided to proceed with its construction work, and that it is intended to complete the Vancouver, Victoria and Eastern Ry., to extend its lines on Vancouver Island, and to do other work in the province. It was not possible to state definitely what all the plans included, but he was informed that it is intended to let contracts for extensive construction at an early date, and that no time will be lost in going ahead with the work.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—The question of the route of the line through the Hope Mountains, which is a matter of controversy with the Kettle Valley Lines, is in process of solution. An inspection of the route in dispute was made July 26, and following days by J. H. Kennedy, Chief Engineer, V.V. and E.R. and N. Co. A McCulloch, Chief Engineer, K.V.L., and A. J. Kerr, representing the Board of Railway Commissioners. The route in dispute extends from Hope to the Coquihalla summit, 35.5 miles and the cost of construction is placed by Mr. Kennedy at \$3,500,000. It is suggested that the two companies join in the building of a double track route between these points. The matter is to be considered by the Board of Railway Commissioners at its present Western sittings.

The Chief Engineer of the G.N.R. made an inspection recently of the construction in progress, and in an interview stated that ballasting was in progress between Princeton and Coalmount, and that it is expected to have track laid to Tulameen by the fall. Grading is in progress beyond Tulameen.

Vancouver to New Westminster.—Press reports state that it has been arranged to build a second track on the line from Vancouver to New Westminster, B.C., and that the work will be done by the company's own staff.

Victoria and Sidney Ry.—Application is being made under the provisions of the Navigable Waters Protection Act, 1906, for approval of the plan and site of a proposed car barge landing at Sidney, B.C. (July, pg. 361.)

Dominion Government Railway to Hudson Bay.

We are officially advised that the contract for the second section of the Dominion railway to Hudson Bay, which it is about to let, will extend from Thicket Portage, the end of the section now under construction, to Split Lake, 68 miles. The work on this section is considered to be the heaviest on the route. The grading will average about 35,000 cubic yards a mile. The maximum gradient is 0.4% each way, but there is a considerable amount of curvature, mostly of two and three degrees, and there are two or three points where curves of four degrees are required. The principal bridge structure is over the Nelson River at Manitou rapids, where the river is confined to a channel about 408 ft. wide. The engineers have not sounded the channel, but from the known discharge of the river and its estimated velocity at this point, the depth must exceed 100 ft. It is probable that the bridge will be a single through truss span of about 480 ft. Outside of this there will only be a few girder spans on the section.

J. Armstrong, Chief Engineer, in an interview, is reported to have stated that he had recently completed an inspection of the work in progress on the line. The steel superstructure of the bridge across

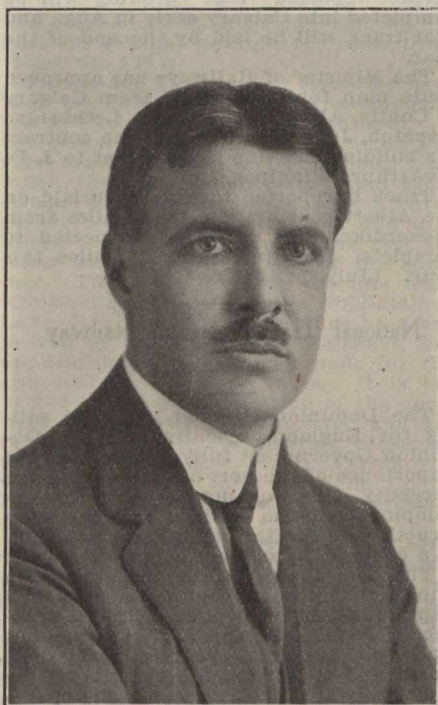
the Saskatchewan River at Le Pas is well advanced, and the bridge will be completed by the end of the year. The bridge, in addition to carrying a railway track, will have a 12 ft. roadway on each side. The grading on the line, which was sublet by J. D. McArthur to McMillan Bros., is well advanced.

Engineer Moffatt, who has been making surveys at Port Nelson, with a view of determining its possibilities, from a railway point of view, as the terminus of the line, since March, returned to Le Pas, via Norway House, July 17.

The question of the terminal on Hudson Bay will be looked into by the Minister of Railways, who has arranged to start out on an inspection trip from Le Pas, Aug. 10, visiting both Port Nelson and Fort Churchill. (July, pg. 361.)

Appointment of Chief Railway Commissioner.

Henry Lumley Drayton, K.C., heretofore Counsel for the city of Toronto, has been appointed Chief Commissioner of the Board of Railway Commissioners for



H. L. Drayton, K.C.,
Chief Commissioner, Board of Railway Commissioners.

Canada, vice James Pitt Mabey, deceased. He was born at Kingston, Ont., Apr. 27, 1869, was educated in England and Canada, and commenced his legal career in 1886, as law student in Toronto. He was admitted to the Ontario bar in 1891 and commenced practice. He was appointed Assistant Solicitor for the city of Toronto in 1893, and resigned in Sept. 1900, to engage in private practice. On Jan. 29, 1904, he was appointed Crown Attorney for the county of York, Ont., and resigned in Nov. 1909 to resume private practice. He was appointed a K.C. Jan. 20, 1908, and on Apr. 25, 1910, was appointed counsel for the city of Toronto.

On the adoption by the city of Toronto, of the Ontario Government hydro-electric system, he was also appointed a member of the commission formed to manage affairs connected with it.

He is a member of the Engineers' Club of Toronto, the Toronto Club, Toronto Hunt Club, Ontario Jockey Club, Rosedale Golf Club, Glen Major Fishing Club and Toronto Racquet Club.

Unconfirmed press reports state that the Chief Commissioner's salary is to be increased to \$15,000 a year, as soon as the matter can be brought before Parliament. In 1908, legislation was passed providing for a reorganization of the Board, so as to consist of six members, a Chief Commissioner with a salary of \$10,000 a year, an Assistant Chief Commissioner at \$9,000, a Deputy Chief Commissioner and three other members at \$8,000 a year each.

Grand Trunk Railway Betterments, Construction, Etc.

E. J. Chamberlin, President, H. G. Kelley, Vice President, and W. G. Brownlee, General Transportation Manager, completed an inspection of the G.T.R. lines, July 15. In passing through Toronto, July 13, the President said a general policy of improvement of the company's terminal facilities between Toronto and Chicago, would be started at once. It was impossible to state what would be done, but the improvements would be made as fast as possible. He had nothing to say as to the Toronto union station plans, as the company had not received any definite notification of the C.P.R.'s intentions. The present plans might be utilized or not, if the C.P.R. did not co-operate, but it was improbable that anything would be done until the definite order had been received from the Board of Railway Commissioners.

Richmond, Que.—Plans have been filed with the town council of Richmond, Que. for a new station building, the estimated cost of which is \$20,000.

St Lambert and Turcot Yards.—Vice President Dalrymple advised the Transportation Bureau of the Montreal Board of Trade, July 4, that plans have been prepared for laying out additional trackage, and carrying out other improvements at the yards at St. Lambert and Turcot. The intention is to handle all through freight at these yards, so as to permit the Montreal yards to handle local freight only.

Brockville Roundhouse.—We are officially advised that there is no foundation for the press report that the roundhouse and shops at present located at Brockville, Ont., are to be removed to Prescott, Ont.

Cobourg, Ont.—The Board of Railway Commissioners has approved plans for new tracks for the G.T.R. in Cobourg, Ont., on lands of W. J. Crossen, and of the Field estate.

Brantford, Ont.—The Board of Railway Commissioners has authorized the company to extend its passing track and re-align its main line over the county line road in Brant tp., Ont.

Galt-Berlin-Elmira Branch.—Residents of the district served by this branch line have petitioned the company to operate it by electricity in order that a better service be given. (July, pg. 343.)

Boulianne and Jalbert, Ltd., has been incorporated under the Dominion Companies Act, with \$50,000 capital, and office at Chicoutimi, Que., to carry on a general contracting business, for the construction of railways, wharves, etc. The incorporators are, T. and H. Jalbert, Chicoutimi; T. and J. Boulianne, Chambord; and R. Lindsay, Roberval, Que.

The F. H. McGuigan Co., Ltd., has been incorporated under the Quebec Companies Act, with \$100,000 capital, and office at Montreal, to carry on a general contracting business for the construction of public and private works of all kinds, including railways, tramways, tunnels, harbors, docks, dredges, telegraph and power plants, etc. The incorporators are, F. H. McGuigan Jr., A. G. B. Claxton, T. R. Kerr, D. Laughlin, and A. S. Hawnes, Montreal.