

Railway Development, Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta & Great Waterways Ry.—J. D. McArthur, President, is reported to have said in an interview at Edmonton, Oct. 4, that rails would be laid into McMurray this autumn, and that traffic would be carried to that point as it offered during the winter. Traffic to warrant a frequent service could not be expected at first. (July, pg. 285.)

The Beaver Cove Lumber & Pulp Co. has deposited plans with the Minister of Public Works, Ottawa, for railway trestles, log dump, wharf, buildings, etc., to be built on Beaver Cove, Broughton Strait, in front of section 2, Rupert District, B.C. E. A. Cleveland, Vancouver, is engineer in charge.

Canadian Pacific Ry.—The Mayor of Victoria, B.C., is reported to have informed the city council recently that in the discussion of the Johnston St. bridge matter with the C.P.R. directors, Lord Shaughnessy summed it up by stating that the discussion narrowed down to three propositions, namely: (1) That the railway would proceed to carry out the terms of the order in council of 1887, providing accommodation for railway, foot and vehicular traffic. (2) The railway would join with all other interested parties in the construction of a modern up to date joint highway and highway bridge. (3) The construction, alongside of one another, of two separate bridges, one, a highway bridge, constructed by the government, the city, and other interested parties, excepting the Esquimalt & Nanaimo Ry.; the other bridge to be constructed by the Esquimalt & Nanaimo Ry., for the use of the railway, of a design in harmony with the highway bridge. A decision as to what will be done is expected to be reached shortly. The mayor had a conference with H. E. Beasley, General Superintendent, Esquimalt & Nanaimo Ry., and P. B. Motley, Engineer of Bridges, in regard to the matter, Oct. 12. Mr. Motley left the same day for Montreal to report on the question. (Sept., pg. 438.)

Central Canada Ry.—J. D. McArthur, President, is reported to have said in Edmonton, Oct. 4, on returning from a trip of inspection over the line made in company with the Premier and other members of the Alberta Government, that the line is ballasted throughout to the crossing of the Peace River. Rapid progress was made this year with the erection of the bridge across the river. The contract calls for the completion of the bridge by April, 1919, but it was expected to be finished by Nov. 1. The bridge will not be available for general traffic until the 50 ft. dump at the east end is completed next summer, the material for the widening having to be obtained from an excavation at the west end of the bridge. Grading has been in progress on a 14 mile stretch on the west side of the river, and with the exception of 5 miles of heavy work partially done, this is finished. This carries the line to the upland level on a gradient of 1.5%. There will be difficulty in getting rails for this line and for the further extension into the water hole district. (Sept., pg. 390.)

Dominion Atlantic Ry.—The Board of Railway Commissioners has authorized the opening for traffic of the company's North Mountain Branch, 15.03 miles. This branch starts at Centerville, on the Cornwallis Branch, 7 miles from Kentville, and extends to Weston, on the Bay of Fundy.

Construction was started in 1914, the track being laid the same year. Following are the stations on the line, with their mileages from Centerville:—Billtown, 2.9 miles; Lakeview, 5.3 miles; Woodville, 7.2 miles; Grafton, 9.5 miles; Somerset, 12.3 miles, and Weston, 15.3 miles. (Sept., pg. 390.)

Edmonton, Dunvegan & British Columbia Ry.—The Premier and other members of the Alberta Government and J. D. McArthur, President, E.D. & B.C. Ry., were guests at a dinner given by the Grande Prairie Board of Trade, Oct. 1. The occasion was a general inspection of this and the other railway lines in which the government is interested, and which are being built by J. D. McArthur. On returning to Edmonton, Oct. 4, J. D. McArthur is reported to have said that ballasting on the line had been completed to within 12 miles of Spirit River, and that work would be started at once in putting the Grande Prairie Branch into good shape for traffic. A through train service to Grande Prairie will be inaugurated Nov. 1. The completion of the extension of the main line from Spirit River to the Pouce Coupe extension could not be decided upon definitely owing to the difficulty of obtaining rails. (July, pg. 285.)

Grand Trunk Pacific Ry.—In an interview at Vancouver, B.C., Oct. 10, H. Carlton, of Carlton & Co., contractors, said his firm had been engaged during the summer on ballasting and other work on the G.T.P. Ry. in British Columbia. The headquarters of the work were at Prince George, and there had been employed 8 steam shovels and a hydraulic plant. Slides of embankments had been removed and cuttings had been improved, while ballasting and other betterment work had been done. (Sept., pg. 90.)

The Michigan Central Rd.'s freight sheds at Ridgeway, Ont., were destroyed by fire caused through sparks from a passing train Oct. 10. The loss is estimated at \$10,000. The building was of frame and over 100 ft. long. (Oct., pg. 438.)

North Shore Ry.—The Moncton, N.B., Board of Trade has asked the Dominion Government to take over and operate as a branch of the Intercolonial Ry., this line, which runs from Adamsville Jct., on the Intercolonial Ry., to Beersville, N.B., 14 miles. (Oct., pg. 438.)

Pacific Great Eastern Ry.—A press report states that 8 miles of track have been laid on the extension of the line beyond Clinton, B.C., since work was resumed. Other work done includes the distribution of 25,000 ties, the stringing of 19 miles of telephone line, the completion of bridge 132, a 340 ft. structure, and the making of considerable progress with bridge 133. A contract is reported to have been let locally for the erection of a station and freight shed at the Seventy-Mile crossing of the Cariboo Road. (Oct., pg. 438.)

Quebec & Saguenay Ry.—A press report states that it is expected to have the grading, etc., from Baie St. Paul to Murray Bay, Que., ready for tracklaying before the end of the year. There is reported to be one obstacle in the way of completing the line, viz., the building of a bridge over the River du Graffe at Baie St. Paul. The plans call for the erection of a fixed span bridge resting on piers built in the bed of the river. Local people

claim that the river is a navigable one and that the bridge should be built so as not to impede navigation. This matter is reported to have been taken to a Quebec court for decision. (Oct., pg. 438.)

Roberval-Saguenay Ry.—We are officially advised that the company has decided to postpone for the present the proposed construction of a spur line from near Pont Arnaud, on the main line, to a loading point at Riviere-du-Moulin, Que., 1.5 miles. (June, pg. 241.)

St. John & Quebec Ry.—C. O. Foss, Chief Engineer, is reported to have said at a dinner given by the St. John, N.B., Board of Trade, Oct. 7, that it was hoped to have the extension from Gagetown to a connection with the C.P.R. ready for operation this year, but labor was so scarce that no definite date could be set for the opening of the extension. The main work of construction had been completed, all that remained to be done was the placing in position of three or four bridge spans and the ballasting of the tracks. (Oct., pg. 438.)

Sydney & Louisburg Ry.—A press report states that a contract has been let to Chappell Bros. for the erection of a locomotive house at Sydney, N.S., the building to be of concrete and brick, with a modern truss roof, and that it is expected to be completed within three months, and that the estimated cost of the work is \$75,000.

Canadian Railway War Board's Work.

Changes in Committees.—D. B. Hanna, President, Canadian Northern Ry., has succeeded Sir Wm. Mackenzie on the executive committee on war and national defence. Grant Hall, Vice President, C.P.R., has succeeded Sir George Bury as a member of the administrative committee, and has been appointed its acting chairman during the absence through illness of the chairman, U. E. Gillen, Vice President, G.T.R. M. H. MacLeod, Vice President, operation, etc., Canadian Northern Ry., will succeed D. B. Hanna as a member of the Administrative Committee. W. P. Hinton, Vice President and General Manager, Grand Trunk Pacific Ry., is reported to have been appointed to succeed Grant Hall as chairman of the Western administrative sub-committee.

Freight House Hours of Labor.—Owing to the insistent demand of labor for an 8-hour day, which has been recognized, and which railways have undertaken to apply in Canada, it is considered necessary to work freight house staffs on the 8-hour day basis. It is, therefore, directed that, effective Oct. 15, 1918, railway freight houses shall be opened for the receipt and delivery of freight on week days at 7.30 a.m. daily, and closed at 5 p.m. daily, except Saturday, on which day houses shall be closed at 1 p.m.

G. Black, formerly local manager, Great North Western Telegraph Co., Hamilton, Ont., died there Oct. 2, aged 81. He was born at Montreal, and was in telegraph service at St. Hyacinthe, Que., and Brockville, Ont., before being appointed to Hamilton, where he remained as local manager for about 40 years, retiring about 10 years ago.

W. E. Norman, heretofore Assistant Superintendent, has been appointed Superintendent, Canadian Express Co., vice E. Allen, deceased.