

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

Alaska Rd.—J. F. Baird, a mining engineer, who returned recently to Vancouver from Alaska, stated that 100 miles of rails were laid and that work was going right ahead. Seventy-one miles of the old Alaska Central Rd. were purchased from receivers for \$1,100,000, and recently the old Tanana Valley Rd. was also acquired for purposes of connection. The government railway when completed will tap great coal beds on the Kinik Arm, Matiniska River, and will provide transportation facilities for wonderful agricultural possibilities throughout the northern regions. Efforts were being made to dredge a suitable harbor at Anchorage harbor, one of the terminals of the line at tidewater, near Seward. The railway is being built by a special commission appointed by the United States Government. (Oct., 1916, pg. 400.)

Burrard Inlet Tunnel & Bridge Co.—The annual meeting of shareholders, the majority of whom are representatives of the manufacturers surrounding the inlet, was held at North Vancouver, B.C., Sept. 13. The report of the auditors showed that since the company was incorporated \$115,685.44 has been expended. The company in the first instance was capitalized at \$3,000,000 and of the \$764,500 in shares issued, \$118,000 was paid up. There is \$3,025.40 remaining in the bank. The following were elected directors: Alderman Woodside, Vancouver; Alderman McBain, North Vancouver City; Councillor Maclurg, Councillor Loutet, North Vancouver district, and Carter Cotton. The official directors by virtue of office are the mayors of Vancouver and North Vancouver, the reeve of North Vancouver district and the reeve of West Vancouver. At a subsequent meeting of directors, Reeve Bridgman, North Vancouver district, was elected president; Mayor Vance, North Vancouver city, vice president. R. F. Archibald was appointed secretary. The company's charter expires in Feb., 1918, and it was decided to notify the shareholders of this fact and ask them for a definite expression of opinion as to the desirability of taking steps to have it renewed.

Cascade Scenic Ry.—The Dominion Parliament has incorporated a company with this title to acquire the rights and privileges of T. R. Deacon, Winnipeg, for the construction and operation of an incline railway up the face of Cascade Mountain, Rocky Mountain Park, Banff, Alta. The provisional directors are: T. R. Deacon, H. B. Lyall, E. J. Burleigh, J. A. McCulloch and E. Anderson, Winnipeg. (Aug., pg. 306.)

Edmonton, Dunvegan & British Columbia Ry.—The Dominion Parliament has revoked \$258,797.16 as a subsidy for building a branch line from near Spirit River to and through the Grand Prairie land district, Alta., for 60 miles. The Minister of Railways stated that the revoting of this subsidy was necessary because the contractors had not fully completed the line in time for it to be inspected and paid for during the last financial year.

J. D. McArthur, President, who returned to Edmonton, Sept. 12, after a trip of inspection over the line, is reported to have said that satisfactory progress had been made during the season with the construction of the bridge over the Peace River, and that there was every prospect of its being ready for traffic by the autumn of 1918. (Mar., pg. 101.)

English Valley & Hudson Bay Ry.—The Dominion Parliament has incorporated a company with this title to build a railway from near Brereton, Man., on the National Transcontinental Ry., to English River, Ont., between the eastern boundary of Manitoba and longitude 94, thence northerly to Hudson Bay, between the mouths of the Albany and the Nelson Rivers. The provisional directors are: J. G. G. Kerry, Toronto; H. A. Stewart, K.C., W. H. Kyle, H. A. Clark, E. L. Weatherhead, Brockville, Ont. The applicants asked to be incorporated as the English Falls & Hudson Bay Ry., but "Valley" was substituted for "Falls" in committee. (Aug., pg. 306.)

Grand Trunk Ry.—On account of the construction of the Trent Canal at Campbellford, Ont., the G.T.R. is building a new single track bridge, together with the necessary approaches, to give the clearance required for shipping. The new structure is 25 ft. south of the present bridge, with 29 ft. clearance above high water level, and consists of seven spans as follows: 4 deck plate girders, 35 ft. 4 in. each; 1 through plate girder, 98 ft. 11 in.; 2 deck plate girders, 99 ft. 8 in. each; 1 deck plate girder, 35 ft. 10 in.; total length 269 ft. 9 in. The approaches to the bridge make it necessary to raise the present embankments from 5 to 20 ft. above the present level. The abutments and piers are of concrete. The new bridge tangent will connect at the east end with the present main line by a 1° curve, and the west end will intersect the present tangent at the west end of the Campbellford yard. The approach grades to the bridge will be 0.76% and 1.5% westbound. The material for raising the embankments is being taken from the cut at the west end of the work, about half a mile from the bridge. This permits of the alignment through the cut being reduced from an 8° curve to a 1° curve. The contractors for the substructure of the bridge is the Foundation Co. of Canada. The superstructure will be built and erected by the Hamilton Bridge Co. The removal of two single track viaducts, and track changes with company forces, under the direction of H. R. Safford, Chief Engineer, and A. S. Going, Engineer of Construction. W. G. Swartz is Resident Engineer in charge at Campbellford.

The Board of Railway Commissioners has ordered the company to put up gates, to be operated day and night, at the crossings of Burwell, Adelaide and Rectory Sts., London, Ont. (Sept., pg. 350.)

Hudson Bay Ry.—\$3,000,000 chargeable to capital was voted in the House of Commons, Aug. 29, on account of construction of line, terminals and elevator on this railway. Hon. W. Pugsley raised the question whether under existing financial conditions parliament was warranted in voting such a large sum for this work. There was, he said, no immediate necessity for rushing the work to completion, especially when it was considered that before it would be used to carry on the shipment of grain, etc., there would have to be very large expenditures on terminals and for the provision of steamship lines. The Minister of Railways stated that a contract was let in the autumn of 1916 for the bridge over the Nelson River, for which \$350,000 was required this year, and money was also required to complete the work already in hand. It was not proposed to go on with the terminal works at Nelson any further

at present. Although the \$3,000,000 was asked for, it might not be necessary to spend it all during the current financial year. (Aug., pg. 306.)

Intercolonial Ry.—Tenders are under consideration for the erection of 40,000 gal. wooden tanks at Hampton, N.B., West Bay Road, N.S., and Pugwash, N.S. Tenders are under consideration for the construction of the substructure of a subway under three tracks at Trenton, N.S.

An agreement was reached with the Moncton City Council, Sept. 12, for the exchange of certain pieces of land in the city owned by the railway for others owned by the city. The city at the same time arranged for the construction of a spur line into the city property near the Massey-Harris building. (Aug., pg. 306.)

Lachine, Jacques Cartier and Maisonneuve Ry.—Judgment was given in a Quebec Court, Sept. 17, on the company's appeal against an award of \$94,000 for land expropriated and \$60,000 for damages given in the case of the Molson's Park property. The court held that as the company had offered \$90,000 for the land, the award of \$4,000 over that amount was not an exaggerated value. As to damages, it was held that the arbitrators had exceeded their jurisdiction, and this part of the award was quashed.

Lacombe and Blindman Valley Electric Ry.—A special meeting of shareholders was called to be held at Lacombe, Alta., Oct. 1, to authorize any modification of the existing contracts for the construction of the line; to enter into any new contracts in addition to or substitution for existing contracts; to confirm arrangements entered into with respect to financial matters; to elect directors to fill vacancies, and for other general business. J. B. McBride, Lacombe, Alta., is Secretary. Although the word "electric" is used in the title the line is to be operated by steam.

Montreal Central Terminal Co.—The Dominion Parliament has extended for five years the time within which the company may build its roadways, bridges, tunnel and terminals in Montreal and vicinity. (June, pg. 225.)

Mount McKay & Kakabeka Falls Ry.—We are officially advised that this railway extends westerly from the boundary of Fort William, Ont., for five miles, and is operated by steam. The city council has built an industrial spur line, about half a mile long, at the west end of the city to serve three elevators and some other industries. The C.P.R., the Canadian Northern Ry., the Canadian Government Rys., and the M.McK. & K.F.R. have the right to switch over this track. A proposition is under consideration to extend this spur track so as to serve various other industries and to put the whole of the interswitching work under the charge of the M.McK. & K.F.R. Sept., pg. 351.)

National Transcontinental Ry.—Sir Jas. Loughheed stated in the Senate, Sept. 4, that the cost of the N.T.R. shops at St. Malo, Que., up to Mar. 31, was \$1,872,780.32. They were not being put to any use. An enquiry had been received from the military authorities asking what it would cost to install heating and lighting systems in the shops so that they could be used to house returned soldiers, but no terms were discussed. (Mar., pg. 101.)

New Brunswick & Prince Edward Island Ry.—A press report states that 80