

months previously and the falsework had been extended 750 ft. from the south shore. Above Hope the river has been tightly packed with icefloes which had drifted down from the upper reaches of the Fraser, and when the temperature dropped suddenly the whole mass commenced to move. The contractors, Armstrong and Morrison, of Vancouver, had foreseen this occurrence, and one of the costly open caissons which was ready for launching was saved by being secured behind a breakwater. All the men on the work were warned in time to escape, but part of the falsework went out, and in so doing precipitated into the river two hoisting engines, a derrick and a concrete mixer. After some difficulty all this equipment was salvaged and is reported not seriously damaged. The contractors still hope to complete the substructure before high water, which is due about May 1. The bridge is to be a double deck structure supported on four 238 ft. spans.

**Lake Erie and Northern Ry.**—We are officially advised that no statement has been made by W. P. Kellett, General Manager, to the effect that the line when completed will be operated both as a steam and electric railway, as stated in press reports. It is, however, persistently reported that the line will in the main be operated by electricity, either by an electric locomotive, or by individual gasoline motor cars.

The bridge work at Paris on the Brantford-Galt section of the line was completed Mar. 12, and it was expected that track would be laid into Brantford, Mar. 24. (Mar., pg. 126.)

**Lake Huron and Northern Ontario.**—The Minister of Lands stated in the Ontario Legislature, Mar. 4, that the Government had been informed that the company had started construction work, but had no official information as to the nature of the operations, or of the progress made. No lands had been sold to the company for settlement under the provisions of the act passed in 1913. (July, 1913, pg. 331.)

**Minneapolis, St. Paul and Sault Ste. Marie Ry.**—It is reported that the company will put its new Chicago freight terminal in operation April 1. It has been under construction since 1912, and is estimated to have cost \$6,000,000. It covers an area of 18½ acres, of which 17.7 acres are under roof. In its construction, 108,000 cubic yards of concrete were used, and 6,500 tons of steel. All trackage is elevated and the part of the building on the street level constitutes one of the largest storage warehouses in the world. The terminal was constructed by the Central Terminal Co., a subsidiary company of the M.S.P. & S.M.R. line. The existing leased freight terminals at South Water and Lake Streets will be abandoned. Starting the same day, the company's passenger trains will be run into the Grand Central station, instead of the Illinois Central Rd., a contract for 99 years having been made with the Baltimore and Ohio Rd. (Aug., 1913, pg. 376.)

**Norfolk and Elgin Ry.**—The Dominion Parliament has under consideration a bill to incorporate a company with this title to build a railway from Simcoe to 1.5 miles northwest of Langton, thence to Port Burwell, Ont., and to operate steam and other vessels and car ferries in connection with its line. The provisional directors are:—S. F. Adalia, W. H. Price, C. M. Garvey, F. L. Somerville, J. Harris, Toronto. (Feb., pg. 70.)

**Northwestern Ry. of Canada.**—The provisional directors named in the application to the Dominion Parliament for the incorporation of a company with this title are:—C. W. MacLean, Pointe Claire, Que.; H. B. Stewart, Beebe Plain, Que.; F. G. Gillespie

G. B. Holme, F. D. Ames, J. P. Vincent, W. C. Thomson, New York. (Mar., pg. 121.)

**Pacific Great Eastern Ry.**—The British Columbia Legislature has granted a guarantee of bonds at the rate of \$35,000 a mile for 30 miles of line in addition to the 450 miles specified in par. 4 of the agreement forming schedule A of the original act; and an additional \$7,000 a mile in respect of the line from Vancouver to Fort George, 480 miles, as a second charge on the line, ranking next after the charge created by the deed of July 10, 1912. The 30 miles mentioned is the difference between the original estimate of distance between Vancouver and Fort George, and the actual mileage of the located route. The necessity for the increase of the guarantee of bonds of \$7,000 a mile was stated by the Premier to be the fact that the estimated cost of construction was found on final surveys to be \$58,000 a mile instead of the \$45,000 originally estimated.

The company has authority to extend the line to Peace River, 330 miles, and the Premier explained that this line will form part of a through line from Vancouver to the Yukon, and Alaska. The act aiding the construction of this line provides for the guarantee by the Province of the company's bonds for \$35,000 a mile at the rate of 4½% for 330 miles, more or less. An agreement for the construction of this line, in terms similar to that for the building of the Vancouver-Fort George line, is to be entered into between the Government and Foley, Welch and Stewart.

It was reported, Mar. 10, that it was expected to have track laid to Horseshoe Bay, 13 miles out of Vancouver, by June 30. From that point to Squamish, the terminal at Newport, the line will have to be built through solid rock, and is not to be finished until June 30, 1915. Track has been laid from Squamish to Swift Creek, 14 miles, which includes the seven miles of track laid by the old Howe Sound and Northern Ry. Grading is practically completed to the Pemberton Meadows, 60 miles from Squamish, and to the north east end of Anderson Lake, 30 miles beyond. For 12 miles beyond Anderson Lake there is some heavy rock cutting yet to be done, while beyond to the crossing of the Fraser River, near Lillooet, the grading is finished. The piers and abutments for this bridge are expected to be completed in June. Some grading has been done from the Fraser River crossing to Kelly Lake, mileage 200 from Vancouver. The work on the section from Kelly Lake to Fort George, 280 miles, is comparatively light, and will be gone on with during the summer.

Survey parties are to be sent out early in April from Fort George to locate the projected line to the Peace River, 330 miles. A reconnaissance party, in charge of L. C. Gunn, is now on the field. It is expected that a start will be made on construction in May. (Mar., pg. 121.)

**Peace River Tramway and Navigation Co.**—In passing through the House of Commons recently, the act of incorporation was changed to authorize the building of a standard gauge railway instead of the narrow gauge one originally contemplated. The total length of the projected line is about 16 miles, which will connect up breaks in the navigation on the Slave and Peace rivers. The principal break is at the Vermillion rapids. (Mar., pg. 122.)

**Quebec Central Ry.**—An extension of the Q.C. Ry. from St. Sabine, Dorchester County, to English Lake, also called Lac La Frontier, a distance of 25 miles, has been surveyed and located. Plans, profiles, etc., have been deposited with the Railway Department at Quebec, and the location approved of. Ten miles of the line from St.

Sabine to five miles east of St. Camille is under construction, a portion of which was actually built during last year, and the balance of the 10 miles will be completed during this year. It is expected that the other 15 miles will be constructed in 1915, so that the line to English Lake will probably be in operation by the end of 1915. The work is being done under the direction of J. T. Morkill, Chief Engineer, assisted by J. M. Hibbard. The route follows the water shed of the St. John River and is close to the boundary line between the Province of Quebec and State of Maine. At English Lake the line will be within 1,000 ft. of the International Boundary line. It is through a thickly wooded country with rich clay and loamy soil, and well adapted for cultivation when the land is cleared. (Feb., pg. 70.)

**Rimouski International Ry.**—The Dominion Parliament is being asked to authorize the company to change its name to the Interprovincial Ry. to build a railway from St. Germain de Rimouski, Que., in as direct a line as possible to Edmundston, N. B., and to extend the time for the building of the lines authorized by chap. 129 of the statutes of 1909. Asselin and Asselin, Rimouski, Que., solicitors for applicants. (May, 1909, pg. 173.)

**Shefford, Bagot and Missisquoi Ry.**—The Quebec Legislature has incorporated a company with this title to build a railway from St. George, on the International Boundary between Quebec and Vermont, to a junction with the Intercolonial Ry. between Bagot and St. Eugene, Que. The provisional directors are:—W. H. Robinson, Granby, Que.; A. R. McMaster, Montreal; J. G. Gibson, Dunham, Que.; A. W. Runnells, Springfield, Mass.; J. E. Runnells, Worcester, Mass. (Jan., pg. 22.)

**St. John and Quebec Ry.**—The plans of the proposed bridges across the River du Chute and Lake Olanabog, N.B., have been deposited with the registrar of deeds for the counties of Victoria, Carleton and Queens.

At the opening of the New Brunswick Legislature, recently, the Lieutenant Governor said it is hoped that the three sections of the line from Centreville to Gagetown will be ready for operating by June 30. (Feb., pg. 70.)

**Taber Transit Co.**—J. F. Kramer is reported to have stated in Taber, Alta., Mar. 6, that he is prepared to start construction on the proposed railway from Taber to the coal mines. (Sept., 1913, pg. 433.)

**Toronto Union Station.**—At a meeting of shareholders of the Toronto Terminals Ry. Co. held in Toronto, Mar. 6, the following directors were elected:—

E. J. Chamberlin, W. Wainright, H. G. Kelley, representing the G.T.R., and Sir Thomas G. Shaughnessy, D. McNicoll and J. W. Leonard representing the C.P.R. This company has been organized to construct the new union station and terminals at Toronto, in which the C.P.R. and G.T.R. each owns one half interest. All other railways entering Toronto, however, will have the privilege of using the station and terminals upon terms to be arranged. It is officially announced that construction will commence as soon as the preliminary arrangements can be concluded, and the work will be carried to completion as early as the conditions will permit. The company has an authorized capital of \$2,000,000 and bonding powers of \$10,000,000. It is said that the company will take over from the G.T.R. the areas on the waterfront expropriated by that company at the price it paid for them. From the C.P.R. it will take over the lease of the Don tracks. The companies will share equally in the interest charges on capital expenditure. That is, if \$15,000,000