

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

Alberta-Hudson Bay Ry.—The Alberta Legislature authorized the High River & Hudson Bay Ry. to change its name to the Alberta-Hudson Bay Ry., extended the time for the building of the projected railway from High River to the Alberta-Saskatchewan boundary, and has given power to build the following additional lines: From near Black Diamond, in Tp. 20, Range 2, west 4th meridian, southerly to Lundbreck, or Cowley or the Crowsnest Southern Ry., thence to the Alberta-British Columbia boundary at the South Kootenay or Kishenckna Pass; from Lundbreck or Cowley southerly to the International Boundary near Waterton Lakes; from Lundbreck or Cowley southeasterly to Pincher Creek, Cardston and Coutts, thence easterly through Tps. 1, 2 and 3 to the Alberta-Saskatchewan boundary; from Cardston to Lethbridge; from Tps. 1 or 2, between Ranges 3 and 10, to Medicine Hat, thence northerly to Tp. 17 or 18 in Ranges 1, 2, 3 or 4, west of the 4th meridian. (May, pg. 193.)

Athabasca Valley Ry.—The Alberta Legislature has granted an extension of time for the building of the projected railway from Busby, on the Edmonton, Dunvegan & British Columbia Ry., 44.7 miles from Edmonton, northwesterly to Fort Assiniboine, 50 miles. J. D. McArthur is principally interested. (May, pg. 193.)

Central Canada Ry.—We are officially advised that the bridge being erected over the Peace River, on this railway, which is in operation from McLennan, on the Edmonton, Dunvegan & British Columbia Ry., to the river, 48.5 miles, is of the single track type, and is designed to carry highway attachments on either side when future development requires them. The length is 1,737.2 ft. between abutment parapets. The approximate height and class of material of the abutments and piers forming the substructure is: East abutment, curved, 58 ft. high, reinforced concrete; piers 1 and 2 are concrete pedestals; pier 3 is of concrete masonry approximately 48 ft. high; pier 4, masonry, 62 ft. high; pier 5, masonry, 70 ft. high; pier 6, masonry, 78 ft. high; pier 7, masonry, 82 ft. high; pier 8, masonry, 86 ft. high; pier 9, masonry, 70 ft. high; pier 10 is a concrete pedestal; while the west abutment is of reinforced concrete, buried, 29 ft. high. The superstructure consists of the following spans: two 70 ft. deck plate girders; two 80 ft. deck plate girders; six 200 ft. deck truss spans, and one 200 ft. through truss span. This latter span will give a clearance of 71 ft. above low water elevation and 54 ft. above extreme high water elevation, sufficient to meet the requirements of all northern river navigation. The deck spans will give 19 ft. clearance above high water level. The substructure is being built by the company by day labor, and a contract for the superstructure has been given to the Canadian Bridge Co., Walkerville, Ont. The cost of the entire structure will be in the neighborhood of \$1,000,000. Work on the substructure was started Feb. 1, and it is hoped to start putting up the superstructure Jan. 1, 1918, and to have traffic operating over the bridge by May 1, 1918.

The Alberta Legislature has authorized the company to build the following additional lines: An extension of the line authorized by chap 46, 1913, from Tp. 81, Range 4, west of 6th meridian, westerly to the western boundary of the Province;

to extend the same line northerly to the northern boundary of the Province, approximately parallel with Hay River; a branch line from Tp. 74, Range 17, west of 5th meridian, near High Prairie, southerly to Snipe Lake, thence westerly to 6th meridian; and a line from near Edmonton to Calgary. The line authorized to be built in 1913 was to start from Tp. 74 or 75, Range 18 or 19, west of 5th meridian, to Peace River Landing, thence to Tp. 86, Range 4, west of 6th meridian, with a branch from Peace River Landing northerly to the Brule River, near Tp. 94, Range 22, west of 5th meridian. (May, pg. 193.)

Dolly Varden Mines Ry.—This projected railway would be about 18 miles long and would extend from Alice Arm, referred to in the discussion in the British Columbia Legislature as Saltchuck, to the Wolfe mineral claims, in the Kitzault River valley. A press report states that construction will be started at once, but the plans do not appear to have been passed by the B.C. Minister of Railways. (May, pg. 193.)

Grand Lake Ry. & Transportation Co.—The railway authorized to be built by the company would extend from Christopher Lake, on Bell River, to Twenty-one Mile Bay, on the Ottawa River, and from Lake Atikamek to Rabbit Lake, on the Ottawa River. The company is authorized to carry on a general navigation business on all waters "south of the National Transcontinental Ry., and between Nottaway and Amos, on the said railway, and the Ottawa River, and elsewhere on the Ottawa River above Quinze River, and on all lakes, rivers, streams and watercourses tributary thereto," and to connect the various routes by roads, etc. The provisional directors are: Hon. Geo. Bryson, J. W. Bryson, J. R. Fraser, W. H. A. Fraser, Hon. Geo. Gordon, A. B. Gordon. (Jan., pg. 19.)

Grand Trunk Pacific Ry.—The City of Brandon, Man., is appealing to the Dominion Parliament to compel the company to complete its line into that city. The line is graded from Harte to the city boundary, and has been lying ready for the steel for four or five years. The company is applying to the Dominion Parliament for an extension of time to complete this and other lines.

Track laying is reported to be in progress from the south branch of the Saskatchewan River into Prince Albert, Sask., 25 miles. Track was laid over the bridge into St. Louis and the grading practically completed into Prince Albert during 1915. (May, pg. 193.)

Grand Trunk Ry.—The Board of Railway Commissioners has given the City of Brantford permission to construct a subway under the G.T.R. at St. Pauls Ave., the plans to be approved by the board's Chief Engineer. A subway for pedestrians is estimated to cost \$10,000, towards which the Railways Department will contribute \$2,000 from the level crossings elimination fund; and the G.T.R. will have to contribute \$4,800; the city bearing the balance of the cost. If the city desires to put in a subway for vehicular traffic, with sidewalks for pedestrian traffic, the order will issue in that form, the Dominion contribution being 20%, not to exceed \$5,000, and the G.T.R. contribution being limited to \$4,800, as the city had agreed with the company in 1905 to close the highway, ex-

cept for pedestrian traffic. (May, pg. 193.)

Greater Winnipeg Water District Ry.—Progress was reported to have been made on the construction of the extension of the line from Deacon to the Red River at the meeting of the commission in Winnipeg, May 3. Track was said to have been laid from Deacon to Maxeanch, and the culverts to have been put in on the remaining length of the line. The consent of other railways had been obtained for this line to cross them. (April, pg. 136.)

Great Northern Ry.—A press report states that R. D. Fry, said to be of the G.N.R. engineering staff, has completed a preliminary survey for a line from Pincher Creek to Cardston, Coutts and Medicine Hat, and is preparing to make a survey for a line from Cardston into Lethbridge, Alta. Another report connects these surveys with the projected Alberta-Hudson Bay Ry., formerly the High River & Saskatchewan Ry., in Alberta, and the High River & Hudson Bay Ry., under a Dominion charter, and points out that the line referred to as being surveyed would connect with the G.N.R. branch from Shelby now running into Coutts. A third report connects the surveys with the Chicago, Milwaukee & Parry Sound Ry. (May, pg. 193.)

Hudson Bay Ry.—The Minister of Railways stated in the House of Commons, April 30, that the amount spent on the Hudson Bay Ry. and the approaches thereto since Jan. 1, 1912, was \$17,790,587.74. The work on the railway, the terminals at Pas and Port Nelson were still being gone on with.

Press reports state that preparations are being made for opening up work for the season on the uncompleted portion of this railway. About nine miles of grading has yet to be completed at the Port Nelson end and about 90 miles of track has to be laid. No more track will be laid until the completion of the bridge across the Nelson River at Kettle Rapids. There are two other single span bridges to be erected. The line is expected to be completed into Port Nelson this year. (Mar., pg. 100.)

Intercolonial Ry.—The Minister of Customs stated in the House of Commons, May 7, for the Minister of Railways, that the Dominion Government proposed to build a station in Levis, Que., on the most suitable site that can be found, as early as war conditions will permit. The existing station is being put in repair. (May, pg. 193.)

Kenora & English River Ry.—The Dominion Parliament is being asked to incorporate a company with this title to build a railway from the National Transcontinental Ry. in Kenora District, west of Superior Jct., northerly and westerly, crossing the English River west of Lac Seul, thence northerly and westerly in the District of Patricia, thence westerly and southerly to and in Manitoba to Winnipeg. The office of the company is to be in Toronto; the authorized capital is \$1,000,000, and the company may issue securities for \$50,000 a mile. The provisional directors are: W. Miller, A. LeR. Williams, E. Miller, C. Flatt and A. A. Macdonald, Toronto.

Lacombe & Blindman Valley Electric Ry.—We are officially advised that although the word "electric" is included in the title, it is not really an electric railway. It is being built with a guarantee