

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

Alaska Ry.—A Seward, Alaska, press dispatch stated recently that it was expected to connect up the Seward and Anchorage divisions of the United States Government line in Alaska, Sept. 16, thus completing the line from Tidewater to Seward. (Sept., pg. 390.)

Canadian Pacific Ry.—Two miles of new water mains are being laid at Pilot Butte, Sask., this season, J. Brodt being the contractor, and it is reported that an additional 4 miles will be laid next year.

In connection with the Johnson St. bridge at Victoria, the Premier of British Columbia and the mayor had an interview with Lord Shaughnessy, Sept. 17, at which the latter stated that the company would carry out the terms of the agreement referred to in the order in council of 1887, as it would have been carried out had a joint bridge been built at that time. The question at issue is the character of the bridge to be built, and the proportionate cost to be paid by the company and the city. (Sept., pg. 390.)

Grand Trunk Pacific Ry.—The Board of Railway Commissioners has approved of plans for an interchange track between the C.P.R. and the G.T.P.R. at Forrest, Man., upon the application of the latter company.

The ballasting and completing of the branch line from Talmage, on the Regina-International Boundary line, into Weyburn, Sask., which was put in hand in May, has been completed. Train service was put in operation over it Sept. 1. (Sept., pg. 390.)

Kettle Valley Ry.—A press report of Sept. 12, said construction on the branch line from Princeton, B.C., to Copper Mountain had reached such a stage that it was expected to have track laid on the first six miles by Nov. 1. The Canadian Copper Corporation's big concentrating plant is to be erected at this point on the branch, and it is reported that the site has been cleared. The branch is expected to be completed in its entirety early next summer. (July, pg. 285.)

Hudson Bay Ry.—It was reported in Ottawa, Sept. 17, that construction was being suspended. This applies more particularly to the approximately 90 miles of line from the Kettle Rapids of the Nelson River to Nelson, upon which track has yet to be laid. The difficulty of obtaining steel rails, and the fact that the terminal works at Nelson are incomplete are stated to be the causes of this suspension. Some work on the terminals will, however, it is said, be gone on with during the winter. It is stated that arrangements have been made for the Canadian Northern Ry. to provide a service over the completed portion of the H.B.R. from Pas to mileage 189, upon which a limited service has heretofore been given by the contractors.

Michigan Central Rd.—The St. Thomas, Ont., City Council, has authorized the company to build 12 portable houses for the use of laborers on the line. Heretofore old freight and passenger cars have been used for housing the men. (Sept., pg. 390.)

Nakusp & Slocan Ry.—It is reported that at a conference with the Premier of British Columbia, at Victoria, Sept. 17, Lord Shaughnessy, President C.P.R., intimated the company's willingness to hand over the railway to the province after the redemption of the outstanding bonds.

The North Shore Ry. is the title of the railway extending from Adamville Jct. on

the Intercolonial Ry., to the Beersville, N.B., coalfields, formerly operated by the Beersville Coal & Ry. Co. A new company with a reported capital of \$100,000, is getting the mining properties into order for operation, and expects shortly to have an output of over 100 tons a day. It is reported that J. D. Betts, of Joggins Mines, N.B., is to manage the company, and that the railway line will be overhauled and put in operation. The line has a total length of 14 miles and is in two sections, viz.: from Adamsville to Imperial, 10 miles, and from Hogan Jct., 7 miles from Adamsville, to Coalville, 4 miles. C. J. Burchill, K.C., Halifax, N.S., and J. T. Cumming, New Glasgow, N.S., on behalf of the new company, had an interview with the New Brunswick Government Sept. 6, with respect to the railway part of the undertaking, which was taken possession of by the government on the failure of the former owners. (Aug., 1914, pg. 372.)

Pacific Great Eastern Ry.—We are officially advised that the British Columbia Government has let the contract for completing a 42 mile extension of the line beyond the present track end near Clinton, B.C., to the Northern Construction Co., Vancouver. The work to be done consists of track laying for 42 miles, 6 miles of grading, putting in a few trestle bridges, and other work, all the other work having been done before the government took over the railway from Foley, Welch & Stewart.

According to press reports, the lowest tenderer was McKinnon, Cooper, Drabble & Co., Vancouver, at \$300,000; the next lowest Cotton & Co., Vancouver, at \$308,000, and the next Palmer Bros., Vancouver, at \$349,000; but for one reason or another no contract was arranged with either of them. These three bids were on the unit principle, while the remaining bids were on the cost-plus principle. An examination of these by A. F. Proctor, Chief Engineer, showed that the Northern Construction Co. estimate would work out at \$319,000, with 5½% commission, but no commission would be paid on any amount over \$319,000. The company is to furnish all the plant required, and will be allowed 25% upon all savings effected upon estimates. A. R. Mann, President Northern Construction Co., will be in charge of the work. It is not likely that any sub-contracts will be let.

The Premier of British Columbia is reported to have said in Vancouver, Sept. 12, that work had been started by the Northern Construction Co. on the line; that 90 men were then at work, and that it was expected to have steel laid on the 42 miles from Clinton by Dec. 31. (Sept., pg. 390.)

The Quebec & Saguenay Ry. is being operated to within a mile of Baie St. Paul, but it was expected that trains would be running right into the village by Sept. 30. Tracklaying and other work is being gone on with between Baie St. Paul and Murray Bay, 27 miles, and it is expected that this section of the line will be completed by Dec. 31. Tenders for the erection of 5 station buildings, 2 section houses, 1 water tank, 1 locomotive house and other minor buildings were called for a second time recently and are now under consideration. The first tenders received for these buildings were not satisfactory, hence the second call. O'Brien & Doheny, Quebec, are the general contractors. (Sept., pg. 390.)

St. John & Quebec Ry.—The Premier of New Brunswick is reported to have

said, Sept. 3, that the progress of construction on the extension from Gagetown to the C.P.R. near Westfield, during August, had been only fair, due to the extreme shortage of labor. Unless there was a decided increase in the number of men on the work immediately, there was little prospect of the extension being completed this year.

T. Cozzolino, representing the Nova Scotia Construction Co., general contractors, is reported to have said all the rails for the extension are on hand and that progress is being made with the work.

Another report states that Kennedy & McDonald, who are sub-contractors for the Westfield end of the line, have their work well forward and hope to complete it by Dec. 1. The Bedford Construction Co., sub-contractors for the Gagetown southerly section, have made some progress, but cannot get sufficient men. A press report states that this company has applied to the Dominion Government to obtain permission to use interned alien enemies from the Amherst, N.S., camp on the work. (Sept., pg. 391.)

Toronto, Hamilton & Buffalo Ry.—A fire at the shops at Aberdeen Ave., Hamilton, Aug. 27, is reported to have caused \$10,000 damage. The boiler room, air-compressor room and store room, all of frame construction, were destroyed, the machine shop only being saved.

The new freight yards at Bridgeburg, Ont., laid out at a reported cost of \$100,000, were put into operation Sept. 2. (Aug., pg. 337.)

Railway Taxation in Montreal.—After a lengthened argument, Justice Ducloux on Sept. 19 reserved judgment in the appeal of the Canadian Pacific, Grand Trunk and Canadian Northern Railways against a judgment of the recorder's for the levy of a special tax upon their rails in the city. The city claims that it has a right under subsection 2, of article 361 of the city charter to levy this tax, which provides unmovable property subject to taxation should comprise: "rails and other constructions and apparatus of every nature used for traction purposes and constructed or placed on, over, or under property, streets, highways or elsewhere within the limits of the city." The companies contend that this is a double taxation, while the city holds that the land is one immovable and the rails another.

Appeal Court for Labor Disputes.—The Dominion Government has appointed Justice McLennan of the Quebec Superior Court, Montreal, as chairman of the permanent court of appeal in labor disputes. The other members of the court are:—S. R. Parsons, Toronto, and G. H. Duggan, Montreal, representing the Canadian Manufacturers' Association, and G. Franco and J. Bruce, representing the Trades and Labor Congress. The court will investigate the findings of boards of conciliation under the Labor Disputes Act, when they are unsatisfactory to either party, and its ruling will be supposed to be final.

Railway Lands Patented.—Letters patent were issued during August for Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:—

Calgary & Edmonton Ry.....	Acres. 480.00
Canadian Northern Ry.....	7,040.00
Qu'Appelle, Long Lake & Saskatchewan Rd. & Steamboat Co.....	1,275.50
Total	8,795.50