

Railway Development.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta and Great Waterways Ry.—J. D. McArthur, President, is reported to have said Sept. 3, that track laying would be started immediately on the section of the line from Lac la Biche to Fort McMurray, 165 miles, and that, as the grading was practically completed, track laying was expected to be completed by Dec. 31. The line from Carbondale, the junction with the Edmonton, Dunvegan and British Columbia Ry., to Lac la Biche, 114 miles, is reported to be practically ready for traffic. (Sept., pg. 341.)

Alberta Oil Fields.—E. A. Cunningham, of the Alberta Petroleum Consolidated Co., Calgary, is reported to have said recently:—"The key to the oil situation is transportation and refining. As to the former we have a railway planned to tap the northern field, and we are working to get thing started."

Athabasca and Fort Vermillion Ry.—The preliminary survey being made for a projected railway from Athabasca Landing to Fort Vermillion, is reported to have located two possible points for the building of a bridge across the Athabasca River, and to have reached Wabiscaw, on the survey for the best route to Fort Vermillion. C. F. Law, who represents the D. A. Thomas interests in Vancouver, and A. C. Galbraith, Chief Engineer of the A. and F. V. R., left Edmonton, Alta., Aug. 27, for Fort Vermillion, where they expect to meet the survey party. The other projects in which the Thomas interests are concerned are the Pacific, Peace River and Athabasca Ry., and the Peace River Tramway and Navigation Co. (Sept., pg. 341.)

Burrard Inlet Tunnel and Bridge Co.—At the annual meeting of the shareholders in North Vancouver, B. C., Sept. 8, it was reported that none of the plans submitted by the Board were acceptable to the Provincial Government, without considerable alterations, and that the Government would not agree to any work being started on the bridge until complete arrangements had been made for the money necessary to finish it. The funds available amount to \$1,500,000, while the lowest tender on the present plans is \$1,744,831. The Dominion subsidy is contingent upon the bridge being completed by Aug. 1917, and the company's present charter expires in April 1916. It was decided to apply for an extension of time for construction of the bridge, and for a renewal of the Dominion subsidy. The directors for the current year are:—F. L. M. Carter-Cotton, President; Mayor Taylor, Vice President; Aldermen Woodside, McLurg, Foreman and Councillor Loutet. These represent the several municipalities interested in the construction of the bridge.

Central Canada Ry.—J. D. McArthur, President, is reported to have said in an interview, Sept. 3, that all the grading was under way to the proposed crossing of Peace River, and that sufficient progress had been made to warrant him in stating that track laying would be completed by the end of the year. The line starts at McLennan, on the Edmonton, Dunvegan and British Columbia Ry., and was completed to mileage 28 in 1914, track being laid on this mileage in the spring. The grading now in progress consists of 22 miles of rather difficult work. (July, pg. 255.)

Dominion Government Railway to Hudson Bay.—The contractor, J. D. McArthur, is reported to have said in an interview recently, that the accident early in the summer, when

the trestle bridge over Armstrong Lake gave way, had not interfered materially with the summer's work on the line. When the two big bridges are completed over the Nelson River, which it is expected will be the case next spring, he anticipates that there will be very little work left to be done to complete the line for operation. At the time of the accident a locomotive and a track layer were precipitated into the lake, these have been definitely located, and it is expected that they will be recovered during the winter.

From the experiences of the past summer it is believed that navigation of the Hudson Strait and Bay will be possible in July. The supply boats have left the wireless equipment for installation at several points on the straits and bay. Five dipper and clam shell dredges have been built at Port Nelson for harbor dredging work. Good progress is being made with the laying out of the railway terminals at Port Nelson, the work being reported to be in charge of Engineer Bayfield, who is said to have replaced Engineer McLachlan, formerly in charge. (Sept., pg. 348.)

Edmonton, Dunvegan and British Columbia Ry.—Track was reported, Sept. 3, to have been laid on the temporary bridge across the Big Smoky River, mileage 290 from Edmonton, Alta., and is being continued to the Spirit River, a further distance of 67 miles. Grading on the branch line to Grande Prairie, about 60 miles, let to J. Timothy, is reported to be well forward, and it is expected to have track laid on it by Dec. 31.

The permanent bridge over the Big Smoky River is in course of erection by the contractor for the steelwork, the Dominion Bridge Co. It will consist of 85 ft. deck plate girder approach spans, six 128 ft. deck truss spans, and one 125 ft. through truss span which will be erected over the navigable channel. (Aug., pg. 304.)

Grand Trunk Ry.—The Montreal City Council has adopted two reports of its railway engineer recommending that the Lachine, Jacques Cartier and Maisonneuve Ry., a G. T. R. subsidiary, be permitted to cross about 50 streets in the north end of the city. This is a projected line through the Maisonneuve manufacturing district, and considerable difficulty has been experienced in bringing the negotiations for the right of way to a successful issue. (Sept., pg. 345.)

Great Northern Ry. (U. S. A.)—Construction is reported to be in progress in the section of the Vancouver, Victoria and Eastern Ry. branch near Grand Forks, B. C., on a bridge over the North Fork Canyon. The new bridge will be 662 ft. long, on stone and concrete abutments. About 2,000 ft. of track has been laid to connect the branch with the C. P. R. branch to the Granby Smelter, pending the reconstruction of the bridge.

That plans for the G. N. R. station on the reclaimed land at False Creek, Vancouver, are being prepared in that city by F. Townley, was reported to the bridges and railway committee of the city council at a recent meeting. Under the Board of Railway Commissioners' order dated June 2, construction on the new station is to be started within six months. (Sept., pg. 349.)

Intercolonial Ry.—During the summer a large amount of ballast has been laid on the lines on Cape Breton Island, between Point Tupper and Sydney, while the bridges have all been overhauled and repaired. A new

timber bridge is being built at Grand Narrows, which will raise the track 4 ft. above the present level. The bridge is expected to be completed early in November.

The new station at Humphreys, N. B., was reported, Sept. 10, to be nearly completed, and the new freight shed at Levis, Que., replacing the one burned down, was expected to be completed Oct. 31. (Sept., pg. 341.)

The International Union Terminals Co. of Seattle, Wash., through A. F. Gillies and E. C. Matheson, laid a proposal before the Bridge and Railway Committee of the Vancouver City Council, Aug. 30. The company proposes to lay out a union terminal on Burrard Inlet, between Main St. and Heatley Ave., with tunnels to False Creek, and an electric railway from Vancouver to Seattle, Wash., at which place the company plans to lay out a similar terminal. The officers of the company, it is stated, are: President, J. C. Eden; Vice President, M. McDougall; Treasurer, J. McMasters; and Secretary, F. C. Jackson, all of Seattle. The cost of the entire Canadian end of the project is mentioned as \$50,000,000, and the first unit would involve an expenditure of \$15,000,000. An option, it was said, had been secured on the Hastings Mill site. The financial end of the project would be handled by the Stone and Webster interests of Boston, Mass., and it was sought to arrange with the Western Canada Power Co. for the necessary power.

Kettle Valley Lines.—The extension from the Coquihalla summit to Hope on the Fraser River, is expected to be completed by Nov. 30. Track is being laid, and the erection of the 7,500 lineal feet of snow sheds is well forward. Track laying is being gone on with from the Hope end, and is reported to have reached Ladner Creek, where a steel bridge is being built. The bridge across the Fraser River at Hope has been completed, and the tracks connecting with the C. P. R. have been laid. (Sept., pg. 341.)

Pacific Great Eastern Ry.—It is expected to have the track laid and the line completed from Squamish, the seacoast terminal, as far as Clinton, B. C., this autumn. It is hoped to have track laid to the Hundred Mile House by Dec. 31. From Fort George about 50 miles of grading has been completed southerly, and it was reported, Sept. 5, that work on this section was at a standstill. (Sept., pg. 341.)

Prince Edward Island Ry.—Tenders are under consideration for the erection of a station building, water tank, locomotive house, transfer platform, standpipe pit, ash-pit and turntable foundations for the car ferry terminal at Carleton Point, P. E. I. The carrying out of this work will complete the works necessary for the operation of the car ferry to the mainland at Cape Tormentine, N. B.

The car ferry terminal works at Cape Tormentine are reported to be nearly completed. The last crib of the 1,070 ft. built was put in position recently, and is practically an extension of the previously existing breakwater. In this cribwork about 3,000,000 ft. of lumber, board measure, and 120,000 tons of stone have been used. As soon as the last crib is completed the work of driving the pile fender for the ferry will be gone on with. Two dredges are at work within the enclosed area dredging the approach to the ferry landing. A breakwater nearly 600 ft. long, and containing about 140,000 tons of stone is being built. The substructure work is also in a forward condition. The work is being carried out by A. T. Markle and the O'Brien and Doheney Co., with the Lynn Brennan Co. as subcontractors. F. P. Fripp, Ottawa, is Engineer in charge, with J. McLean as Assistant Engineer on the work.