

## Railway Development.

### Projected Lines, Surveys, Construction, Betterments, Etc.

**Alaska.**—It is reported that rapid progress is being made with the United States Government surveys for a railway in Alaska. The surveys are being made under the direction of A. Mears, whose report is expected to be completed in December. The project is to build a line from the Pacific Coast through the centre of Alaska to the International boundary, on the Yukon River. (April, pg. 165.)

**Alberta and Great Waterways Ry.**—Press reports state that 35% of the grading on this line, from the point of junction with the Edmonton, Dunvegan and British Columbia Ry., to Lac la Biche, has been completed and that the remaining work will be done by Dec. 30. Track laying has been started, and it is hoped that steel will reach Lac la Biche by Dec. 30. (Aug., pg. 370.)

**Algoma Central and Hudson Bay Ry.**—It is reported that the extension of the line to the National Transcontinental Ry., about 300 miles from Sault Ste. Marie, Ont., will be completed by Sept. 30. (Sept., 1913, pg. 432.)

**Burrard Inlet Tunnel and Bridge Co.**—We are officially advised that the three offers for the construction of the proposed bridge over the Second Narrows of Burrard Inlet, Vancouver, B.C.,—viz., from the Canadian Bridge Co.; the Dominion Bridge Co., and C. A. P. Turner, Vancouver,—have been submitted to R. Mojeski, consulting engineer, Chicago, Ill., for a report. The consideration of the plans was expected to take several weeks. (Aug., pg. 370.)

**Dominion Atlantic Ry.**—It is estimated, according to press reports, that since the C.P.R. acquired control of the D.A.R. about \$2,500,000 has been expended upon betterments. The bridges on the line have been reconstructed, and the track brought up to C.P.R. standard, the largest work being the reconstruction of the Bear River bridge, the cost of which is put at \$1,500,000. (June, pg. 266.)

**Edmonton, Dunvegan and British Columbia Ry.**—The bridge which has been completed across the Athabasca River at Smith, has a total length over all of 925½ ft. It consists of four 150 ft. deck truss spans, one 170 ft. through truss span, and two 70 ft. girder spans, resting on concrete piers and abutments. The through span, which is over the navigable channel, gives a clearance of 42½ ft. above high water. The cost of the bridge was about \$300,000 and it was built in a little over six months. Trains have been passing over it regularly since July 20, when the ballasting of the line to Sawbridge was started, and it was expected to have a regular train service from Edmonton to that place Sept. 1. The track laying gang is expected to reach Big Smoky River by Dec. 31. J. D. McArthur, President and general contractor, returned from a trip over the line early in August. He went out on the route as far as Peace River Crossing, at which point a bridge estimated to cost \$300,000 is to be erected. (Aug., pg. 370.)

**Erie and Ontario Ry.**—We are officially advised that a contract has been let to Fitch and Douglass, Oshawa, Ont., for grading, and to R. Bennett, Dunnville, Ont., for fencing, on the first section of this line to be put under construction, viz.:—from Southville, on the Toronto, Hamilton and Buffalo Ry. to Dunnville, 15 miles. The right of way and the necessary land for terminal purposes are being rapidly acquired.

The extension of the line from Dunnville to Port Maitland, will not be put under contract until 1915. (Aug., pg. 370.)

**Esquimalt and Nanaimo Ry.**—The extension from Parksville to Courtenay, B.C., was formally opened for traffic, Aug. 6. The extension is 44½ miles long, and the distance from Victoria to Courtenay by rail is 140 miles. The line has been built to the C.P.R. standards, all bridges and other structures being of a permanent character, of the same class as those put in on the original line acquired from the Dunsmuir interests in 1908. At Union, the seventh station from Parksville, a connection is made with the Wellington Colliery Co.'s railway. The station heretofore described as McBride Jct. has been renamed Parksville. The original section of the line from Esquimalt to Nanaimo, including the connection with Victoria, 73 miles, was opened for traffic, Aug. 13, 1886, and no further construction was undertaken until the line passed under C.P.R. control. On Dec. 30, 1911, an extension from Wellington to Port Alberni, 54 miles, was opened for traffic,

### The Outlook in Canada

**TRULY**, it is an ill-wind that blows nobody good. One Continent's "down" is another Continent's "up." The industries of Europe are, generally speaking, at a standstill, and matters will be worse before they can be better.

The whole world is looking to the North American Continent—to Canada and the United States—for much of its provisions, machinery, textiles, boots and shoes, beverages, vehicles, cement, brick, earthenware, fancy goods, furs, glass, garments, paper, soap, tobacco, wood products, and much else. Canada must get ready to meet the demand made upon her. We have continued prosperity ahead of us if our manufacturers and merchants rise quickly to take advantage of their opportunity.

It is a time for business hopefulness, not for business gloom.

and on June 18, 1913, an extension from Duncan to Cowichan Lake, 18 miles, was opened. The opening of the new extension gives the company 189½ miles of line on Vancouver Island.

The B.C. Government has approved of plans for the extension of the line to Duncan Bay, but it has not been decided when the work will be gone on with.

The company's shops, which heretofore have been located at Wellington, have been transferred to Victoria, where new buildings have been erected on the terminal site acquired on the Songhees Indian reserve. A description of these shops, and of the terminal layout was published in Canadian Railway and Marine World for March. (Aug., pg. 370.)

**Essex Terminal Ry.**—The grading of the extension to Ojibway, Ont., is reported to be completed, and tracklaying is in progress. It is said that when this work is completed, which will give railway connection with all the lines converging on Windsor, the erection of the buildings for the steel works will be started. (Dec., 1913, pg. 570.)

**Glengarry and Stormont Ry.**—We are officially advised that a contract has been let to Atchison & Co., and Henry Williams, Cornwall, Ont., for the erection of the station buildings at the corner of Pitt and

Sixth streets, Cornwall, Ont. The station will be of the C.P.R. standard type. (Aug., pg. 370.)

**Intercolonial Ry.**—The general plans for the layout of the new terminals at Halifax, N.S., proposed by Ross and Macdonald, Montreal, are reported to have been approved by the General Manager and the Department of Railways. The general scheme consists of a passenger station building in the form of the letter T, the foot of the letter being at the shore end, and the head at the steamship landing stage. At the shore end of the building will be accommodation for the local trade of Halifax, the city station facing on a plaza between South and Tobin streets. The upper floors of the building will have offices for the general railway and steamship business. The buildings along the stem and foot of the letter will be utilized for the incoming and outgoing steamship business. The landing stage will be 2,800 ft. long, one-third being set apart for passenger, baggage, mail and express traffic, and the remainder for freight traffic.

The question of the extension and improvement of the terminals at Sydney, N.S., was recently discussed with F. P. Gutellus, General Manager. The Board of Trade was informed that it is proposed to make extensive repairs and improvements to the old government wharf at Barrack Point, and after a full discussion the Board passed a resolution approving of the suggestion provided that the wharf be extended 300 ft. It was pointed out that this extension of the wharf would not interfere with the laying out of large ocean terminals at some future time.

Several engineering parties are reported to be in the field in Cape Breton surveying routes for possible extensions or diversions. The principal route being surveyed is from Orangedale to Cheticamp, which would pass through Whycomogagh, Lake Ainslie, Margaree, Dunvegan, St. Rose, Chimney Corner, Belle Cote and Grand Etang. The country through which the line would pass is largely coal bearing, and some small colliery lines have already been built, the most important being the Inverness Ry. and Coal Co.'s line.

An agreement has been reached with the Moncton, N.B., City Council with reference to the elimination of local crossings in the city, subject to the approval of the rate-payers. The agreement provides that subways are to be put in at Main and Lutz streets, and overhead bridges to be erected at Victoria, Church and Union Streets, while Queen St. is to be left as it is at present. The city will contribute \$50,000 towards the cost. The proposition has to be approved by the Minister of Railways.

Tenders are under consideration for the erection of a coaling plant at Newcastle, N.B.

Large forces are at work on the Canada Eastern Division laying new ties, putting down heavier steel, and otherwise improving the old Canada Eastern Ry. The line from Fredericton to Loggieville, 129 miles, is being relaid with 85 lb. steel. The 30 miles between Blackville and Derby Jct. have already been so laid and it is expected that a further distance of 40 miles will be laid this year. (Aug., pg. 370.)

**Kettle Valley Lines.**—Press reports from Vancouver, B.C., state that the construction reports to July 30 on this line indicate that the work will be so far completed that the Okanagan fruit district will be given a connection with that city via Spence's Bridge, on the C.P.R. by Dec. 31. This simply means that the central part of the line will, by that time be linked up with the Nicola, Kamloops and Similkameen Ry. at Merritt,