

of the proposed branch from Calgary to Lethbridge, 107 miles. The line will enter Lethbridge by a junction with the C.P.R. line west in the southeast quarter of sec. 2-9-22, just west of the high level bridge. Surveys have been made for an extension of the line from Lethbridge to Coutts, about 63 miles.

Alberta Coal Branch.—The grading on this branch, which runs south from Bickerdike, Alta., is being completed by the contractors, Foley, Welch and Stewart. The distance to be completed is 25 miles. (April, fig. 180.)

The Wolf Creek Bridge at mileage 913.5 west of Winnipeg, of which an illustration is given on this page, rests on two steel towers and masonry. Its length between parapets is 652 ft. 2 in. It has two 60 ft. end deck spars, two 40 ft. tower spans, and three 150 ft. deck truss spans. The height from the river bed to bed of rail is 130 ft.

Prince Rupert Marine Terminals.—Press reports state that the British North American Construction Co., Vancouver, B.C., has been given a contract for the preliminary work on the construction of the wharves, dry dock, etc., comprising a large amount of creosoted piling and mill work construction, at a cost of about \$260,000. It is said that following the completion of this work contracts will be let for the dry dock and wharf buildings, involving a further expenditure of about \$1,250,000.

Great Northern Railway Lines in Canada

Fort William.—Press reports from St. Paul, Minn., April 12, state that G.N.R. interests have acquired a site along the water front at Fort William, Ont., about two miles in length, for iron and steel works, and for terminal purposes. The report adds that a line is to be built by the G.N.R. from some point in the U.S. to Fort William. Reports from Winnipeg state that the mayor of Fort William was in that city, April 11, in consultation with G.N.R. officials, and a New York engineer, in connection with the project.

Midland Great Northern Ry.—Midland Ry. of Manitoba.—The finishing up of construction on the company's line into its freight terminals in Winnipeg has been in progress since the completion of track laying at the end of 1911, and it was announced that the line would be opened for traffic May 1. The company's passenger trains will continue to be operated into the Canadian Northern Ry. station.

The G.N.R. runs its trains over its own tracks to Emerson at the International boundary, then over the Canadian Northern Ry. to about eight miles south of Winnipeg, where its own line into the city branches off. The Northern Pacific Ry. will also use this line as an entrance into Winnipeg, using its own tracks to Pembina, N.D., and then running over the C.N.R. tracks to the point of junction with the new line.

Application is being made by the company for the building of a spur line from McPhillip St. to Tecumseh St., on the north side, and on Elgin Ave. south side, along William Ave.

Calgary.—The Assistant General Manager of the G.N.R., with other officers, was in Calgary, Alta., April 8, and it is reported that they were arranging for the purchase of a right of way for a line into Calgary from the west.

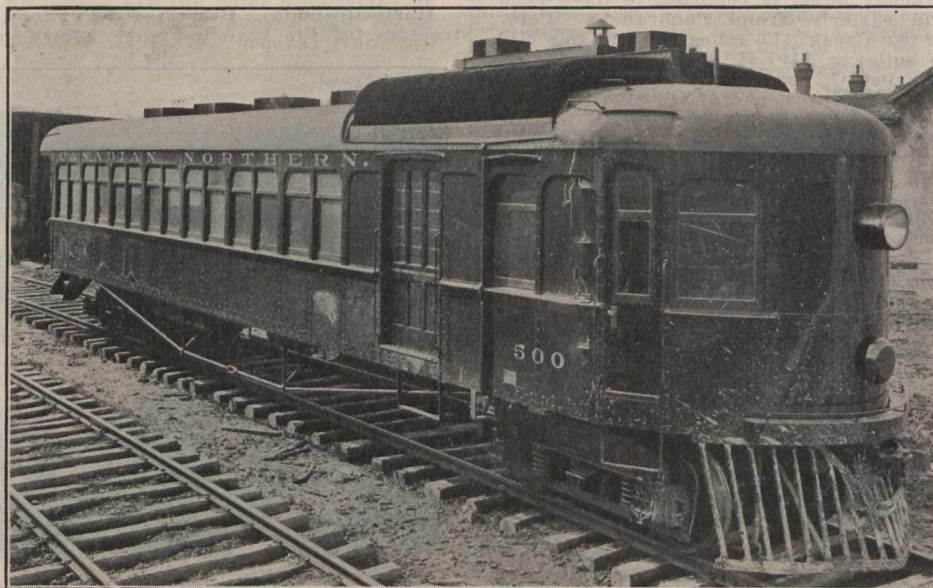
Vancouver Terminals.—The contract for the erection of the first part of the new wharves between Hastings Mill and the sugar refinery, Vancouver, is reported to be practically completed. Four temporary piers reaching 700 ft. from the C.P.R. tracks have been built, and Chase and Co., the contractors, expected to finish their work by April 30. A contract for the concrete work is re-

ported to have been let to Cummings and Deihl, at an estimated cost of \$125,000. The work is expected to be started May 1. (April, pg. 183.)

Quebec and Lake St. John Railway Gas Electric Car.

The last issue of The Railway and Marine World contained a complete description of the gas electric car which the Canadian Northern Ry. Co. has procured for use on one of its subsidiary lines, the Quebec and Lake St. John Ry., to run between Quebec and Lake St. Joseph, 23 miles, the company having a summer hotel at the latter point. The description was accompanied by a diagram showing the front, side and rear elevations and the floor plan. An illustration of the car's exterior appears on this page.

The car reached Toronto on April 10, and on the following day made a trip on the C.N.O.R. Toronto-Sudbury line from Toronto to Richmond Hill, 21 miles, with the chief executive officers and a number of officials of the C.N.R. and others. On April 13 it was run over the C.N.O.R. line from Toronto to Tren-



Quebec and Lake St. John Ry. Gas Electric Car.

ton, 105 miles, a number of officials and press representatives being on board.

It was then put on the run between Trenton and Picton, 30 miles, for a short time before being sent to Quebec, where it is to go into service May 1.

Should the car's operation prove satisfactory to the C.N.R. management it is probable that orders for others will be placed, but it is not probable that this will be done for some months.

The car referred to, which was manufactured by the General Electric Co., Schenectady, N.Y., was sold through the Canadian General Electric Co.

The Steam Railways of Connecticut, according to the latest report of the Railroad Commissioners, are all controlled by the New York, New Haven and Hartford Rd., with the sole exception of the Grand Trunk's New London Northern Line and a road 2½ miles long, owned by Cheney Bros.

Quebec Bridge.—It is said that the reports received by the Department of Railways show that satisfactory progress is being made with the building of the substructure of the bridge across the St. Lawrence, near Quebec, and that everything will be in readiness early in the fall for starting work on the erection of the superstructure.

The C.P.R. High Level Bridge at Edmonton, Alta.

The bridge being built by the C.P.R. to connect Strathcona and Edmonton, Alta., is progressing rapidly, all the masonry having been completed, and the steel work is in course of erection.

It is a steel span bridge 2,500 ft. long from face to face of ballast walls of the end abutments. This distance is made up of three 288 ft. centre spans across the river, 10 tower spans each from 30 to 50 ft. long, and 14 open spans each from 30 to 100 ft. long. The main spans over the river are supported on concrete piers which measure approximately 115 ft. from the base of rail to the footing, the latter in one instance extending to a depth of approximately 40 ft. below the river surface. The approach trestles on each bank are carried on concrete pedestals built up on concrete piling.

The bridge is to carry steam and electric railway and vehicular traffic. The railway deck on the top of the structure carries three tracks, one for C.P.R. trains and the other two for electric railway service. The roadway deck is located 20 ft. below the railway tracks, and

consists of a reinforced concrete roadway 23 ft. wide, paved with wood, in addition to which there are two side paths 8 ft. wide supported on cantilever brackets.

The highways and electric line approach the bridge from Saskatchewan Ave., on the Edmonton side, and from Anthony St. on the Strathcona side. The C.P.R. tracks on the Edmonton side are carried across Victoria and MacKay Aves. on reinforced concrete structures, and across Saskatchewan and Jasper Aves. on steel structures. On the Strathcona side Anthony St. is carried over the railway tracks on a reinforced concrete bridge.

The Dominion Parliament has voted the C.P.R. as lessees of the Calgary and Edmonton Ry., a subsidy of 15% of the cost of the bridge in lieu of the subsidy of \$126,000 voted in 1908.

The Atlantic Construction Co. has been incorporated under the Dominion Companies Act with authorized capital of \$750,000 and office at Quebec, to carry on railway and general contracting, and in connection therewith to own and operate steam and other vessels, dredges, etc. The provisional directors are:—J. B. Craven, Larchmont, N.Y.; H. Dussault, Quebec; C. Donohue, R. Wall, and L. P. Goyette, Montreal.