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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska.—Construction is reported to have been started on the Alaska Central Rd., at Seward, on Resurrection bay, west of Copper river, to Atwood, on the Tanana river, about 420 miles. The contract is said to call for the completion of 125 miles in 1904.

Alberni and Cowichan Ry.—Application is being made at the current session of the B.C. Legislature by A. C. Rhinehart and others of Victoria, for an act incorporating a company to construct a railway from Alberni to Nanaimo, and from Alberni to other points in the Cowichan district of Vancouver island.

Beersville Coal and Ry. Co.—We were advised Dec. 4 that grading on the line from Adamsville, N.B., on the Intercolonial Ry. had been completed to the mines of the Imperial Coal Co. at Beersville, about seven miles, that track had been laid for four miles, and that it was expected to complete track-laying to the mines by the end of Dec. Brown Bros., Richibucto, N.B., were the contractors, and the first sod was turned Sept. 21. It is intended to extend the line to Brown's Landing, on the Richibucto river, and to establish a shipping port there, about 13 miles from Beersville, but this will not be gone on with at present. Surveys have been completed for a branch line of about three miles to the Canadian Coal and Manganese Co.'s mines, and it is expected that this will be completed in a few months. The Beersville Ry. will carry coal for the Imperial Coal Co., which controls several square miles of bituminous coal lands. The mines are expected to have an output of 200 tons a day this winter, which should be increased to 500 tons a day by Jan., 1905. The officers of the B. C. and Ry. Co. are: President, Dr. Hugo Von Hagen; Vice-President, M. F. Keith, M.D., Harcourt, N.B.; Secretary, Hon. C. W. Robinson; Treasurer, I. Purdy; General Manager, C. G. Polleys, Moncton, N.B., who is also President and General Manager of the Imperial Coal Co. (Dec., 1903, pg. 423.)

British Columbia Electric Ry.—In May an extension, consisting of a paint shop, washing shed and stores for line, track and car supplies, was added to the car barn; and in June, a covered platform, 120 feet by 16 ft., was added to the freight shed in Vancouver. A further addition, 115 ft. by 110 ft., to the car barn at Vancouver, was expected to be completed by Dec. 31. This addition will give an additional 80 ft. on all tracks. There has recently been completed 500 ft. of double-track, rendered necessary by the block pav-

ing of Hastings st., Vancouver. The rails are 7-ins., 70-lb. T-rails, in 60 ft. lengths, the joints reinforced by rivetting to the flange 3 ins. of inverted rail. The rails are set two inches in concrete stringers, 24 ins. by 14 ins., and tied together every 8 ft. with $\frac{7}{8}$ in. tie rods. At the intersection of Hastings st. and Westminster ave., Vancouver, a double-track through Y connection has been put in. About two miles of the interurban line has been re-laid with 56-lb. T rails. In the early part of the year there was completed at Vancouver a wharf 112 ft. by 36 ft., for storing car wheels.

Edmonton Street Ry.—A company has been incorporated under the Ontario Companies' Act, with the title of Edmonton Investments (Ltd.), with a capital of \$500,000, and head offices in Toronto, to deal in real estate, etc., and also to construct and operate tramways, etc. R. Secord, E. D. Grierson, O. W. Bishoprick, J. A. Powell, C. S. Wallis, J. B. Mercer, N. D. Beck, of Edmonton, are the incorporators.

The E. S. Ry. Co., which is practically the Edmonton town council, after considering a proposal made by W. G. Trethewey, for the construction of a street car line in the town, called a public meeting to discuss it. Mr. Trethewey's proposal was to construct two miles of line along Jasper ave., from the police barracks west, and a spur of one mile to a coal mine, and to operate a combined freight and passenger service; a 20-year franchise was asked for. Mr. Trethewey proposed to give 1,000 lots of an estate he is developing towards the construction of the line. At the meeting Mr. Trethewey explained his proposals, and O. M. Bigger, on behalf of eastern people asked how far the people of Edmonton were disposed to go in granting aid to a street railway, and what terms or restrictions it was desired to impose before he would submit a proposition. The meeting was practically unanimous in deciding that the franchise would not be disposed of. (Dec., 1903, pg. 423.)

Esquimalt and Nanaimo Ry.—We were advised Dec. 3 that nothing had been decided respecting the proposed extension from Wellington to Union Bay, B.C. (Dec., 1903, pg. 423.)

Fraser River Bridge.—Construction on the bridge over the Fraser river at New Westminster is practically completed, and it is expected that the track will be laid, and the railway connections made so that trains will be run over it early in the year. The highway portion of the bridge was expected to be ready for use by Jan. 1. In connection with the placing of the superstructure by the Dominion Bridge Co., the work of placing the 380-ft. span, and the fantail approach for the railway, some very interesting operations were carried out. The 380-ft. span is over the



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The construction of the Vancouver Power Co.'s plant is progressing favorably. The power house at Trout Lake, together with the transmission lines and substations at Burnaby and Vancouver are nearly completed, and it was expected to have 2,000 h.p. available for the B.C. Electric Co.'s purposes in Dec., 1903. (Oct., 1903, pg. 341.)

B.C. Mono-rail Railway.—Surveys are reported to be in progress in the Lardo-Duncan district of British Columbia for one or more lines to be operated on the mono-rail system. J. H. Gray, Victoria, B.C., has charge of surveys.

deepest portion of the river, and the fantail approach is over the river where it is 90 ft. deep. Under these circumstances it was decided to dispense with falsework and to float in the spans. The 380-ft. span was erected between the piers of the swing span, and four large scows were prepared to float out the span, which weighs over 800 tons. A substantial trestle work was erected on the scows, and at low tide they were floated into position under the completed span, two on either side of the pivot pier of the swing span. Having been securely fastened in position, the tide was left