

The Canadian Engineer

WEEKLY

ESTABLISHED 1893

Vol. 17.

TORONTO, CANADA, NOVEMBER 26th, 1909.

No. 21

The Canadian Engineer

ESTABLISHED 1893.

Issued Weekly in the interests of the

CIVIL, MECHANICAL, STRUCTURAL, ELECTRICAL, MARINE AND
MINING ENGINEER, THE SURVEYOR, THE
MANUFACTURER, AND THE
CONTRACTOR.

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Present Terms of Subscription, payable in advance:

Canada and Great Britain:		United States and other Countries:	
One Year	\$3.00	One Year	\$3.50
Six Months	1.75	Six Months	2.00
Three Months	1.00	Three Months	1.25

Copies Antedating This Issue by Two Months or More, 25 Cents.

ADVERTISEMENT RATES ON APPLICATION.

HEAD OFFICE: 62 Church Street, and Court Street, Toronto
TELEPHONE, Main 7404 and 7455, branch exchange connecting all departments

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London Office: 225 Outer Temple, Strand, T. R. Clougher Business and
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NOTICE TO ADVERTISERS

Changes of advertisement copy should reach the Head Office by 10 a. m.
Monday preceding the date of publication, except the first issue of the month for
which changes of copy should be received at least two weeks prior to publication date.

PRINTED AT THE OFFICE OF THE MONETARY TIMES PRINTING Co.,
LIMITED, TORONTO, CANADA.

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RAILWAY BUILDING IN WESTERN CANADA.

The year 1909 has established a record for railroad construction in Western Canada. Twenty-eight millions have been spent on construction work alone. Supplies and material involved an expenditure of a further 28 millions. And who can count the millions spent by the settler, the small merchant, and the builder, all because the railroad has created new markets, new towns, and new outlets.

The C.P.R. completed the second track from Winnipeg to Fort William, and incidentally doubled the capacity of the "spout." They shortened the mountain section by the Field spiral tunnels, and forged the last link in the third trunk line from Winnipeg to Edmonton. As if that was not enough, they built branch lines here and there, reaching out for the great Western trade.

The C.N.R. constructed a line into the Goose Lake country. They are pushing westward from Midale.

The G.T.P. opened the third transcontinental across the prairie to Edmonton and extended it to the Yellowhead, and already the construction of branches both to the north and to the south has been commenced.

Next year the railway race will be even more apparent and more strenuous. The C.N.R.-McBride agreement indicates the extensive plans of the C.N.R. in British Columbia. The line from the Yellowhead Pass to Kamloops, down the Fraser Canyon to Vancouver, will be expensive to build, but will open up a large, new district. The C.N.R. will also continue their Midale line towards, if not into, Lethbridge. Lethbridge is to-day the object point not only of the C.N.R., but also from the south, the Great Northern, who are pushing a line in that direction. The Weyburn line of the C.P.R. is also heading that way.

The G.T.P. will next year have very heavy work on their mountain section, and in addition they will construct their Wainwright-Calgary branch, which will give them access to Southern Alberta. Next year the West will be overrun with an army of engineers, contractors and navvies—and this fight will continue until the railroads are able to handle, without congestion, the output of the plains.

FLOW OF STREAMS.

Much money has been spent in Canada on hydro-electric plants—unfortunately, much of it misspent. It is the exception to find developed water powers that have not been over-developed, with the result that many companies and municipalities find they have available only a fraction of the power on which they calculated.

When a stream is under consideration as a source of water power the minimum, maximum and total flow of the stream for the several seasons of the year and the average of several years are among the first informa-