

Railway Development, Projected Lines, Surveys, Construction Betterments, Etc.

Cape Breton Ry.—An unconfirmed press report states that the Railway Department is negotiating with the R. W. Leonard Co., Boston, Mass., for the purchase of the Cape Breton Ry., extending from Point Tupper to St. Peters, N.S., 30 miles, to be used as a branch of the Intercolonial Ry. In the event of this line being acquired, the report adds, it will be extended round the coast as far as Sydney. The surveys for this extension are reported to be completed to East Bay, and it is said they will be finished early in September.

Dominion Atlantic Ry.—Tenders are under consideration for building a new passenger station and freight shed at Middleton, N.S. G. E. Graham, Kentville, N.S., General Manager. (Sept., 1915, pg. 314.)

Dominion Government Railway to Hudson Bay.—Chief Engineer Porter is reported to have stated, in an interview Aug. 7 at Pas, Man., that construction was being pushed ahead as fast as possible. It is expected that steel will be laid to the Kettle Rapids of the Nelson River, about 30 miles from Port Nelson, by the end of September. At the date of the interview track had been laid to mileage 278, leaving about 54 miles of practically completed grading on which to lay steel before reaching Kettle Rapids. The line is being ballasted as track laying is progressed with. The preliminary work for the erection of the steel bridge across the Nelson River at Kettle Rapids is well forward, and supplies are being taken forward so as to be in readiness as soon as track laying has reached the rapids. The contract for the erection of the piers has been let to the Hudson's Bay Construction Co., and R. A. Hazlewood is engineer in charge of the work. The bridge is expected to be completed next spring, so that the steel can be laid into Port Nelson during the summer of 1917.

According to the statement credited to the Chief Engineer tenders are to be called for during the winter for the construction of the southern terminals of the line at Pas. There are at least a dozen buildings to be erected, the largest being the station and executive offices. Plans for this building are not complete, though draughtsmen are working on them. In addition to this building there will be a locomotive house, with pits, machine shop, round house, freight sheds, ice house and other buildings. At the north front a 90 ft. turntable will be built, to be operated electrically. (July, pg. 281.)

Edmonton, Dunvegan & British Columbia Ry.—The Board of Railway Commissioners has authorized the opening for traffic, at a speed not to exceed 15 miles an hour, of the Grand Prairie branch from Spirit River to Grand Prairie, Alta., 50.19 miles. (Aug., p. 317.)

Grand Trunk Ry.—A press report states that work is to be started upon the new car shops at Port Huron, Mich., at an early date. The estimated cost of the new shops is \$750,000. Their erection has been under consideration since 1915, when Port Huron citizens raised \$100,000 for the purchase of certain properties necessary to the carrying out of the plan for providing the site for the shops, which adjoins the entrance to the tunnel. (Aug., pg. 317.)

Grand Trunk Pacific Ry.—Sir Collingwood Schreiber, who supervised the build-

ing of the G.T.P.R. on behalf of the Dominion Government, returned to Ottawa at the beginning of Aug., accompanied by Lady Shreiber, after making a trip of inspection over the line. In the course of an interview at Vancouver, he is reported to have said the line is ballasted with a full lift of ballast—1 ft. under the tracks—for over half its mileage, and to a depth of 6 in. for the rest of the mileage. Ballasting is still being proceeded with.

A Prince Albert, Sask., press report of Aug. 16 states that officers of the company met the Prince Albert City Council that day and arranged for the immediate starting of construction of the branch line from Young, which now is in operation to St. Louis, 88 miles, into the city. A press report a few days previously said that the company had given a promise to the Saskatchewan Government that this construction would be started at once. The bridge over the Saskatchewan River at the present terminus of the line was completed, and the tracks laid over it in 1915. This line is one of those being constructed under a guarantee of bonds by the province. (July, pg. 281.)

Great Northern Ry.—The Board of Railway Commissioners has authorized the Vancouver, Victoria & Eastern Ry. & Navigation Co. to make connection with the Kettle Valley Ry. and with the Canadian Northern Pacific Ry. at certain points, and to cross and divert certain streets and avenues in Hope, B.C. This work is necessary to connect up the company's lines in the vicinity of Vancouver with the section of the Kettle Valley Ry. from Coquihalla Summit to Hope, over which the V. V. & E. Ry. & N. Co. operates its trains by agreement. The British Columbia Department of Railways has also approved of plans for the connection of the V. V. & E. Ry. & N. Co.'s lines with those of the C. N. P. Ry. The Board of Railway Commissioners has also authorized the company to connect its line with the C. N. P. Ry. at Sumas Landing.

The Vancouver City Council has granted the company a permit for the erection of its station on the False Creek flats. The building is to be erected in close proximity to the Canadian Northern Pacific Ry. station. (Aug., pg. 317.)

Intercolonial Ry.—The new steel bridge over the Bartholomew River was completed Aug. 3, and work is now being gone on with on the concrete arch at Passiac, N.B.

The Sackville, N.B., locomotive house was destroyed by fire Aug. 15, together with a locomotive. (Aug., p. 317.)

See also Cape Breton Ry.

Kettle Valley Lines.—The Board of Railway Commissioners has authorized the opening for traffic of the line from Brodie, 13.2 miles east of Coquihalla Summit, B.C., to its connection with the C.P.R. main transcontinental line at Petain, west of Hope Station, 52.9 miles. (Aug., pg. 317.)

National Transcontinental Ry.—Tenders are under consideration for the erection of the superstructure of a reinforced concrete elevator of 1,000,000 bush. capacity at Transcona, Man. (Aug., pg. 317.)

Pacific Great Eastern Ry.—The company has settled its long standing difference with North Vancouver municipality respecting the location of the line there. The company secures a five-year lease of the Y at Chesterfield Ave., and

agrees to operate a car ferry service to connect North Vancouver with the C.P.R. terminals in Vancouver.

With respect to construction from the present end of track at Clinton to Prince George, it is reported that work on the big steel bridge near Clinton is being pushed ahead, and that men are being taken in for grading and track laying. There is, however, a great scarcity of men, and it is difficult to say just what work will be done. (Aug., pg. 317.)

Hon L. Campbell, representing the B.C. Government, accompanied by D'Arcy Tate, Vice President and General Counsel, and P. Welch, the general contractor, went over the line from Squamish to Clinton, Aug. 12, to arrange as to the prosecution of construction to Prince George.

Prince Edward Island Ry.—Tracklaying is reported to have been completed at the car ferry terminals at Cape Tormentine, N.B., and work is reported to have been started on laying track at the ferry terminals at Carleton Point, P.E.I. W. W. Brownell is reported to be in charge of the work. (June, pg. 222.)

Quebec Bridge.—It is expected that the central span of the bridge across the St. Lawrence River near Quebec will be placed in position between Sept. 14 and 16. This span which will connect the ends of the north and south cantilever arms is 640 ft. long, 88 ft. wide, and 110 ft. high at the centre, weighs about 8,000 tons. It will be towed into position on 6 pontoons on scows, each 160 ft. long and 32 ft. wide. When towed into position it will be attached to long hangers from the ends of the cantilever arms and jacked into place by means of heavy jacks. The operation, it is expected, will not take more than 24 hours. (Aug., pg. 217.)

Regal Collieries, Taber, Alta.—A contract is reported to have been let to H. Thacker for building a spur line from Taber to the Regal Collieries, the White Ash Mine and other collieries north of the town. (July, pg. 282.)

St. John and Quebec Ry.—There has been deposited with the Minister of Public Works at Ottawa plans and descriptions of the site of the proposed bridges on the extension of the line, now under construction, between Gagetown and Westfield, N.B.; the location of the bridges being as follows: Mileage 41.2, Otnabog Lake outlet, Hampstead, Queen's County; and mileage 64.49, Devil's Back Creek, Greenwich, King's County. (Aug., pg. 318.)

We are officially advised with reference to construction work on the extension from Georgetown to Westfield, N.B., 40 miles, that the general contract has been let to the Nova Scotia Construction Co. The route is along the westerly bank of the St. John River, passing through or near Central Hampstead, Hampstead to Upper Greenwich, thence along the banks of the Long Reach to a junction with the C.P.R. at Westfield. The point at which this route deviates from the original survey is near Upper Greenwich. The original route crosses the river near here at the Mistake, and a little further on crossed the Kennebecasis River and ran along the easterly bank of that stream into St. John. The change was made owing to the cost of the construction of the bridges and the desire to give accommodation as speedily as possible to the residents of the district through which the completed line from Centreville to Gage-