

Cross-section Through Span, Showing Arrangement of Concrete on Girders.

wood blocks, set on sand and the space between the blocks filled with hot pitch.

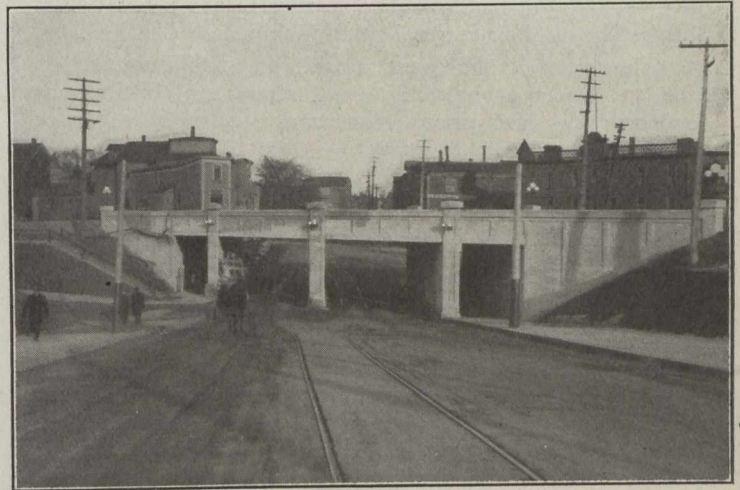
Apart from paving, the portions of the streets affected by the crossing elimination have been suitably banked and sodded, the grass-finished terraces sloping towards the subway adding considerably to its artistic appearance.

Concrete work began on May 27th, 1915, and was completed November 20th. Some 27 cars of cement, 175 cars of gravel, 25 cars and 10 scow loads of sand were used. Three mixers were employed. The exposed surfaces of the concrete are to be tool finished, this operation having been partly completed when the accompanying photographs were taken.

As shown in the illustrations, street railway tracks are laid on both roadways, through the subway. The track west of it has a 7 per cent. grade, and a 5 per cent. grade eastwards. The Archibald Street approach has also a 7 per cent. grade.

Mr. F. P. Gutelius is general manager of the Canadian Government Railways, and Mr. C. B. Brown chief engineer. Mr. W. A. Duff, engineer of bridges, designed the subway. Messrs. Soper and McDougall, of Ottawa, were the general contractors, Mr. A. L. McDougall being superintendent of the work. Messrs. Rhodes, Curry Co.,

Limited, Amherst, N.S., were contractors for the steel work. Mr. G. C. Torrens was engineer-in-charge and Mr. F. Stratton chief inspector for the railway.



Subway at Moncton, N.B., Looking Easterly Along Main Street.

THE PRESENT STAGE OF THE PACIFIC GREAT EASTERN RAILWAY CONSTRUCTION.

The Pacific Great Eastern Railway is now operating as far as Clinton, a distance of 180 miles from Squamish, the tidewater port of Howe Sound. All the remainder of the line to Prince George has been graded with the exception of 30 miles at Horse Lake, in Northern Cariboo. What still remains to be done to make a completed railway is to build bridges and lay steel from Clinton to the junction with the Grand Trunk Pacific at Prince George. Approximately \$22,500,000 has already been expended on the line, according to Hon. Lorne Campbell, Minister of Mines, B.C., who is chairman of a government committee reporting on uncompleted railway projects, and the company, owing to its inability to market its bonds, is now out of construction funds. It has been estimated that it will take \$6,500,000 to finish the work and secure the completion of a real link of communication with the rich interior of the province.

Mr. Campbell states that the Pacific Great Eastern, in the first instance, was assisted by the government, by way of a guarantee of bonds to the extent of \$35,000 per mile. Early sales of bonds were very successfully made, and the company had every expectation of being able to finance the undertaking without difficulty. But the war intervened and calculations were upset. Issues of all kinds were barred from London, and the only place where money can be obtained is New York, and there is now a very poor market.

The authorized extension of the Pacific Great Eastern into the Peace River country is on a slightly different basis from the portion on the line from Prince George to Squamish. The line was surveyed to the eastern boundary of British Columbia, but no market could be found for the securities, even though guaranteed by the government. That part of the line is, therefore, untouched, and the situation precisely the same as if the contract had never been entered into. Construction work by the company is altogether contingent on the marketing of the bonds at reasonable figures.

"If the government," said Mr. Campbell, "should at present desire to proceed with the Peace River connection it would have to supplement its original guarantee by an interim loan, or otherwise assist the company with funds that would, for the time being, take the place of the proceeds expected from the sale of the bonds. Thus, so long as conditions continue as they are, the rapidly growing traffic of the Peace River country will be diverted to Edmonton and the east, instead of following the route to tidewater on the British Columbia coast."

The Minister of Mines, speaking of the immigration flood which he believed would follow the war, stated that he could conceive of nothing better calculated to meet the situation than the opening of the rich interior of the country through the speedy completion of the Pacific Great Eastern Railway.