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that line a direct connection with Mon-
treal. (May, pg. 220.)

Pacific Great Eastern Ry.—Track laying
was reported to have been started, April
28, at the point where the line starts off
from the Howe Sound and Northern Ry.
Grading camps extend northerly for about
20 miles from Newport, B.C., and a wagon
road has been cut out for 20 miles, and is
being extended to the summit of the coast
range. Arrangements are reported to have
been completed for the building of a wagon
road southerly from Pemberton Meadows
to the summit of the coast range, where
it will connect with the road being built
northerly. Supplies are being sent into the
various grading camps on the section
between Newport and Lillooet. Engineering
parties started out, April 30, to make
the final location for the line from Lillooet
to Fort George, and the general contractor,
P. Welch, is preparing to sublet this portion
of the work.

Negotiations are still in progress for the
right of way from North Vancouver to
Newport, the starting point of the Howe
Sound and Northern Ry., which has been
incorporated with the P.G.E. Ry. If certain
lands are sold to the company for the right
of way the company has offered to start
construction in June and to have the line
completed to Point Atkinson within six
months, operating an electric service there
on. A considerable number of property
owners signified their willingness at a meet-
ing held May 6 to accept the terms offered
and it was expected that a complete agree-
ment would be reached by May 30.

The Provincial Minister of Railways has
approved the company's plans for standard
bridges on the line as follows:—60 ft. deck
and through truss spans; 100 ft. through
and span deck truss spans; 125 ft. through
spans; 150 ft. through and deck spans
(April, pg. 169.)

Quebec and Saguenay Ry.—Press reports
state that the financial affairs of this com-
pany are in a bad condition and that construc-

statutes of 1911. J. A. KETTNER, Ottawa, is solicitor for applicants. (April, 1912, pg. 182.)

Pacific Great Eastern Ry.—The land held by the Howe Sound and Northern Development Co., at Newport, B.C., has been transferred to the P.G.E. Development Co. It is proposed to develop the property by the erection of docks and wharves for ocean-going vessels, and extensive railway terminals. In a recent speech the Premier of British Columbia is reported to have said that the terminals of the line would be in North Vancouver, where it had been arranged to lay out \$10,000,000 in providing terminal facilities. D'Arcy Tate, Vice President, is reported as stating that at present it is more advantageous to spend money on construction northerly from Newport, than between North Vancouver and Newport. The entire line, however, will be built within contract time, although the North Vancouver-Newport section of 45 miles will be the last piece to be built.

The Premier of British Columbia is reported as having stated, Jan. 2, that arrangements will probably be completed during the year with the P.G.E. Ry for the extension of the line beyond Fort George into the Peace River country, and probably on to the Alaskan boundary. (Jan., pg. 21.)

MAR 1913

where. Bernard and MacLennan, Montreal, are solicitors for applicants.

Pacific Great Eastern Ry.—The Superintendent of Construction is reported as stating Feb. 27, that 150 men were engaged on building a wagon road, and 300 men were working on the railway right of way, between Howe Sound and Bear Mountain. From Burkenhead easterly to Lillooet, 500 men were at work on the right of way. Satisfactory progress is being made, track laying will soon be started, and it is expected to have the line from Howe Sound to Lillooet completed during this year.

The question of the route between North Vancouver and Howe Sound, is still the subject of negotiation with the municipalities and the Provincial Government. The location surveys between Lillooet and Fort George are nearly completed.

The British Columbia Legislature has amended the act of incorporation of 1912, by authorizing the company to build the line from Lillooet "in a generally northerly direction by the most feasible route," instead of "along the bank of the Fraser River north," and by making the rate of interest on the guarantee bonds 4½ instead of 4 per cent., and a second act has been passed amending chap. 38 of the statutes

April 1913

Pacific Great Eastern Ry.—It is expected that a train service will be put in operation between North Vancouver and West Vancouver, B. C., Jan. 1; and by June 1, as far as Horsecross Bay, near Newport. The line being operated from Newport for about 13 miles, and it is expected to be able to run trains as far as Lillooet by the fall, and to have the entire line to Fort George completed by the end of 1915. It is not intended to have the piece of line along Howe Sound into Newport completed until 1915, as there is a water route between Vancouver and Newport, which can take care of the existing traffic.

The company is negotiating with the Provincial Government with a view to securing a considerable area of the tide flats at Newport, reclaiming them for railway purposes. (Dec. 1913, pg. 574.)

Prince Edward Island Ry.—The line to be

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W. F. Brougham, Vancouver, B.C., is solicitor for applicants. (Dec., 1912, pg. 605.)

Pacific Great Eastern Ry.—Grading has been started on the extension of the Howe Sound and Northern Ry., which has been acquired by the P.G.E. Ry., in the direction of Lillooet, B.C. P. Welch, the general contractor, is reported to have sublet the following mileages:—Four miles to foot of Bear Mountain, P. Welch; next seven miles, McAll and Wilson; next five miles, not yet let; next five miles, McGowan and Murchison; next five miles, A. McGillivray; next five miles, McAlpin and Cunningham. At the Lillooet end of the line 42 miles have been sublet in sections to the following:—D. D. McPhee & Co.; Kennedy and Welsh; Nicholson and Timlick; Burns-Jordan and Son; Peter Salvas, J. A. Welsh. It is reported that a further 32 miles will be let as soon as the wagon roads, now under construction, are completed. (Dec., 1912, pg. 605.)

Peace River Great Western Ry.—The Alberta Legislature is being asked to extend the time within which the lines authorized

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1913

June, 1914.]

CANADIA

Pacific Great Eastern Ry.—Tracklaying is reported to have been started at Dundarave, B.C., to which point the line is at present in operation from North Vancouver, 4.5 miles, in the direction of Horseshoe Bay. The bridge gangs are working well in advance of the steel, the rails being rafted down to them. It is expected to have track laid to Horseshoe Bay early in July. Track has been laid from Squamish for 20 miles, and grading is practically completed thence to Lillooet, mileage 120 from Squamish. Between that point and Kelly Lake grading is well advanced, and the following sub-contracts are reported to have been let on the line between Fort George and Kelly Lake, in addition to those mentioned in our May issue:—Heckman and Moore, 10 miles near Clinton; Welch and Kennedy, four miles; Rankin and Kellett, 20 miles; Maddox Bros., six miles. The quantities on the subcontract let to A. E. Griffin & Co., Fort George, referred to in our May issue, are:—Earth excavation, 1,000,000 cubic yards; rock excavation, 500,000 cubic yards; embankment, 1,500,000 cubic yards. (May, pg. 214.)

Pacific, Peace River and Athabasca Ry.—C. F. Law, who represents the British In-

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lines in connection to the Groundhog district,
and is not at present being operated. (June,
pg. 267.)

Pacific Great Eastern Ry.—Grading has
been completed on the extension from Dun-
darave to Horseshoe Bay, B.C., and the

July 1914

CANADIAN RAILWAY AND MARINE WORLD.

[July, 1914.]

Port Dover work has been restarted, and considerable progress is being made. A number of C.P.R. engineers, who were engaged on the second track work between Lailington and Guelph Jct., were ordered to report on the work, and a C.P.R. bridge construction gang was sent to Simcoe.

It was stated in Brantford, June 17, that any intention of utilizing the T.H. and B.R. station in the city, and the T.H. and B.R. line between Brantford and Waterford, had been abandoned. The L.E. and N. Ry. will, it is stated, build its own station in the city, and its own line to Waterford.

Montreal Central Terminal Co.—An issue of £1,028,000 of 5% first mortgage bonds was offered on the London, Eng., market, June 4, at 90. The prospectus states that they are to be secured on a first mortgage on the company's central station proposed to be built on Ontario St., Montreal, with yards, warehouses, etc., in connection therewith, and the railway lines to be built

steel bridge work is in progress. It is expected to have a train service in operation from North Vancouver to Horseshoe Bay by the end of July. Work is in progress between Horseshoe Bay and Squamish, the ocean terminal. On the terminal site a large quantity of filling is being done along the foreshore. From Squamish the line is under construction practically through to the junction with the G.T. Pacific Ry. at Fort George. We are officially advised that contracts have been let for construction on this line north of Clinton, B.C., as follows:—Madden Bros., Clinton, 6 miles; Rankin and Kellett, Clinton, the next 20 miles; Welch and Kennedy, Clinton, the next 4 miles. The remaining mileage is expected to be put under contract in August.

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Toronto, Hamilton and Buffalo Ry.—At a dinner in Brantford, Ont., June 4, during the excursion of the Hamilton, Ont., Board of Trade, G. C. Martin, General Freight and Passenger Agent, T.H. and B.R., is reported to have said that all arrangements had been completed by the company for a branch line from Smithville to Dunnville, Ont., and that construction work would be started very soon. The line is to be ready for operation by Jan. 1, 1916. (June, pg. 267.)

The Western Dominion Ry. Co. was originally incorporated by the Dominion Parliament in 1912, and Parliament has now extended the time for starting construction for one year, and authorized amalgamation with the Alberta Pacific Ry. under the title of the W.D. Ry. Co. O. E. Culbert, Calgary, Alta., is Secretary. We are advised that

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will be made with the Caraquet and Gulf
Shore Ry. (May, pg. 214.)

Pacific Great Eastern Ry.—The Minister
of Railways for British Columbia has auth-
orized the opening for traffic of the line
from Lonsdale Ave., North Vancouver, to
Horse Shoe Bay or Whitecliffe, 12.7 miles.
The line is under construction from this
point to Squamish, and is in operation for
nearly 20 miles out of that place, and track-
laying is being proceeded with in the direc-
tion of Lillooet, 120 miles from Squamish,
to which point grading is fully completed.
The track laying and ballasting on this sec-
tion is expected to be completed by Dec. 30.

October 1914

WORLD.

[October, 1914.]

J. W. Stewart, President, and P. Welch, representing the general contractors, completed a trip of inspection over the work, Sept. 8. The former is reported as stating that the company is well supplied with funds, and that, provided men can be obtained, the construction gangs will be increased.

The Minister of Railways has approved of route map for a branch line from near Fort George, to the vicinity of Davie Lake. (Sept., pg. 419.)

Pacific, Peace River and Athabasca Ry.— We are officially advised that the engineers in charge of the parties engaged in making surveys for this projected railway from the Naas River, B. C., to Prince Albert, Sask., as stated in our September issue, are:— Messrs. Wilson, Glover, Devey, Hunt, and Crawley. The company has not yet appointed a chief engineer.

Press reports state that about half the initial survey work has been completed, and that it is expected to have the whole route gone over by Nov. 30, and the office work on the reports completed so that the real work of locating the route may be started in the spring. (Sept., pg. 419.)

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Pacific Great Eastern Ry.—It was reported, Oct. 8, that track had been laid to mileage 60 from Squamish, B.C. Arrangements are being made for putting on a train service to Alta Vista, mileage 37.5 from Squamish. The grading is completed to Lillooet, mileage 133; from that point to Clinton, mileage 220, the grading is about 80% completed, and it is expected to have the remaining 20% finished by Nov. 30. Between Clin-

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ton and Fort George, about 20% of the grading is reported completed. About 60 miles of location has been completed between Fort George and the British Columbia-Alberta boundary, where a junction is to be effected with the Edmonton, Dunvegan and British Columbia Ry. (Oct., pg. 468.)

Prince Edward Island Ry.—Work is proceeding satisfactorily on the Charlottetown

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ton and Fort George, about 20% of the grading is reported completed. About 60 miles of location has been completed between Fort George and the British Columbia-Alberta boundary, where a junction is to be effected with the Edmonton, Dunvegan and British Columbia Ry. (Oct., pg. 468.)

Prince Edward Island Ry.—Work is proceeding satisfactorily on the Carleton Point extension from the Emerald-Cape Traverse Branch, which starts 8.06 miles from Emerald and 3 miles from Cape Traverse, to run to Carleton Point, where a terminal is being built for the New Brunswick-P.E. Island car ferry. The only structure of any importance is one trestle. Standard gauge ties are being laid, as it is the intention to change from $3\frac{1}{2}$ ft. to standard gauge when the car ferry goes into operation. F. P. Tripp, Cape Tormentine, N.B., is in charge of this work and also of the terminals on both sides of the strait. (June, pg. 267.)

St. John and Quebec Ry.—A press report stated recently that it was expected to have the section from Gagetown to Centreville, N.B., completed and ready to be taken over for operation under the agreement with the Intercolonial Ry. by Oct. 31. The line into Fredericton is under construction. In connection with this piece of work some difficulty arose with the crossing of the C.P.R. at Aberdeen St., and an interim injunction was obtained, stopping the work. The matter came before the court for argument subsequent to Oct. 15.

U.S. press reports state that arrangements are being made for the starting of construction of the section of the line from Washburn, Me., to the Quebec boundary, early in 1915.

Temicouata Railway.—At the annual meeting held recently, \$10,000 were appropriated for betterments. We are officially advised that it is possible that during next year the company will commence laying the track with heavier steel.

Winnipeg.—The Commissioners of the Greater Winnipeg Water District are reported to have let a contract to the Rat Portage Lumber Co., Kenora, Ont., for the delivery of 8,000 ties at Indian Bay, Shoal Lake, Man. (Oct., pg. 468.)

National Transcontinental Railway Construction.

The Minister of Railways returned to Ottawa, Oct. 14, after a trip of inspection over the line from Quebec to Lake Superior Jct., Ont. He is reported to have said that it would be ready for operation Nov 1. With regard to the taking over of the operation of this railway by the G.T.P.R., he said arrangements had not been finally made, and an announcement as to this would be made later.

An Ottawa press dispatch says there will be a limited train service this winter between Moncton, N.B., and Levis, Que., and probably also from Hearst, Ont., eastward. The line is already in operation, under the Intercolonial Ry. management, from Moncton to Escort, Que., 236.3 miles, so the probability is that the operation to Levis will be under the same management. No intimation has been given as to how the line will be operated eastward from Hearst, Ont., which is the junction point with the Algoma Central and Hudson Bay Ry. (Oct., pg. 468.)

Grand Trunk Pacific Railway Construction.

E. J. Chamberlin, President, returned to Montreal, Oct. 6, after an inspection of the line from Winnipeg to Prince Rupert, and of

the branch lines under construction. He is reported to have said in an interview: "I found our line in British Columbia in much better condition than I expected; in fact, the work done is remarkable, considering that 480 miles were graded and track laid in twelve months through the mountains of British Columbia. We now have a first-class track as far west as Prince George, B. C., and at least half of the track between Prince George and Prince Rupert is fully finished, and the balance of it has a first, and most of it a second, lift of ballast, and compares today very favorably with other railway lines in the northwest. There is a big force at work putting on the finishing touch, and we expect before the close of the season the entire line will be in first class condition. We are now running a through sleeping car train twice a week between Edmonton and Prince

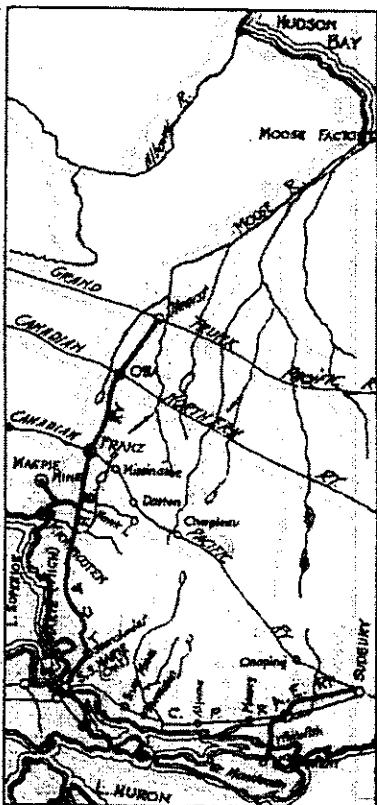
Completion of the Algoma Central and Hudson Bay Railway.

We are officially advised that this line is fully completed from Sault Ste. Marie, Ont., to Hearst, Ont., the junction with the National Transcontinental Ry., a total distance of 294 miles, which finishes the line as far as the company's present plans go. The Board of Railway Commissioners has issued an order for the operation of the line through to Hearst. A very complete illustrated article on the building of the whole line appeared in Canadian Railway and Marine World for June, 1912, pg. 265, and its terminals at Sault Ste. Marie were described in Feb., 1913, pg. 51.

The line north of the C.P.R. main transcontinental line through to the N.T.R. at Hearst is 99.81 miles long, connecting with the N.T.R. one mile west of the station building. This line is built on 0.6 grade and maximum 6 degree curve, all curves being spiraled with serial spiral. The line is on modern standards in every respect, rock cuttings 20 ft. wide at subgrade, earth cuttings the same, excepting north of Oba in the rolling clay belt, where very light cuttings are common, they have been widened to provide additional drainage.

The line from the C.P.R. at the junction point, Franz, to a point half way to Oba, where it crosses the Canadian Northern Ry., is through the same sort of formation as along the C.P.R. in this district. At this point the line enters the clay belt and the country north of that point presents an entirely different formation, gradually verging from a rocky wilderness into rolling clay ridges and rich spruce low lands, which when drained will make excellent farm land. The line north of Oba has a maximum 3 degree curve, with the one exception where it connects with the N.T.R., which is a 4 degree curve. The maximum grade is the same as the section between Franz and Oba, namely, 0.6.

The Algoma Eastern Ry. is fully completed from Sudbury to Little Current, Ont., including the construction of a draw bridge over the channel at Little Current, together with terminal facilities on Goat Island, which lies just across this channel. This line is built to modern standards, but on heavier grades and curvature than the Algoma Central. They are 1.25 compensated and a maximum 11 degree curve. This line was opened for traffic about a year ago, the first train running through to Little Current, Oct. 1, 1913. The company has been busy since then on terminal work, which is now fully completed, and there is at this point, as at Sault Ste. Marie, a modern coal unloading plant, capable of handling coal from a vessel lying alongside the dock and depositing same in storage pile immediately adjacent at the rate of 100 tons an hour, including the cleaning up of the boat. The plant at Little Current is not as yet giving as good service as the one at Sault Ste. Marie. Both are on same design, but the one at Little Current is operated by steam, while the one at Sault Ste. Marie has electric power. The company is somewhat handicapped also at Little Current by the very bad channel approaching the dock from the east. Several boats have been aground in this channel, and it is quite apparent that it will be necessary to do some extensive dredging work to deepen it so that modern draught coal boats can get through. The government is doing considerable dredging work in the immediate vicinity of Little Current, and it is hoped the work will be extended east to take care of the condition noted. In connection with the coal dock at Little Current, the company also has a commercial dock, and at both considerable dredging



Map showing location of Algoma Central and Hudson Bay Railway and Algoma Eastern Railway.

Rupert, connecting with the through trains to Winnipeg, and this is being well patronized and giving good service to the people. We are also running freight regularly through to Prince Rupert."

A press report states that work was started Oct. 9, on the building of a locomotive house, machine shop and other buildings at Fort George, B. C. The contractors are Carter, Hall and Aldinger, Winnipeg, who are also said to have secured the contracts for putting up the terminal buildings at Endako, Smithers and Pacific, B. C.

The Saskatchewan Legislature has extended the time within which the Grand Trunk Pacific Branch Lines Co. and G. T. P. Saskatchewan Ry. may build certain lines in the province, and for the laying out of terminals at Regina, Moose Jaw and other points, for both of which purposes there is a provincial guarantee of bonds. (Oct., pg. 469.)

P.G.C

and terminal purposes. A. H. MacNeill, Vancouver, B.C., solicitor for applicants.

Pacific Great Eastern Ry.—A combination passenger and freight service has been placed in operation on the line from Squamish to the Lillooet River at Pemberton Meadows.

Plans have been deposited with the Minister of Public Works for a bridge over the Lillooet River between mileage 19 and 20, Alta., Lake Summit North, and approval has been asked for the same.

Pacific, Peace River and Athabasca Ry.—Application is being made to the ~~Minister~~

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operated in connection with the Fredericton and Grand Lakes Ry. and Coal Co.'s line, now nearly completed. The principal work to be done will be the putting in of permanent concrete piers for the bridges, and the general improvement of the roadbed. The work will be started during the summer. (June, 1912, pg. 301.)

Newfoundland Labrador.—The Newfoundland Legislature has authorized the Canadian Labrador, through Newfoundland Labrador, to Cape St. Charles, or such other point as may be approved by the Government, as part of a line which is projected to run from Quebec City. The company is granted 6,000 acres of land a mile in aid of construction. On completion of this line the company is authorized to build a branch line to a point between Bradore Bay and Cape St. Charles, to operate a car ferry thither from to the Newfoundland coast, at Bonne Bay, and to build a railway thence to connect with the Newfoundland system. Under certain conditions the Government may build this latter piece of line. Plans for the line through the Newfoundland Labrador have to be filed within two years. Sir Thomas Skinner, Bart., of London, England, who is a director of the C.P.R., advises us that he is not interested in the Canadian North Atlantic Corporation, as reported, and that he knows nothing of it.

North Ry.—We are officially advised that the names and addresses of the engineers in charge of locating parties on this projected railway are as follows:—Alex. McLean, Riverton, Que.; W. S. Robertson, Bell River, Que., via Cochrane, Ont.; H. B. Tournigan, River Desert, Que., via Maniwaki, Que.; J. F. Rose, Dunham, Que.; A. W. Whitney, Cochrane, Ont. June, pg. 278.

Northern New Brunswick and Seaboard Ry.

A subsidy not to exceed \$6,400 a mile, upon the usual conditions, has been granted for the building of the following line in lieu of that voted in 1912:—From Drummond Mines at Ausden Brook to the Intercolonial Ry., where it intersects the branch line from Bathurst Station to Bathurst Harbor, N.B., 16.9 miles. This line is already built to the Intercolonial Ry. rather less than 16 miles, and it is to be extended to Bathurst Harbor, which is being dredged. The Minister of Railways stated recently that the original subsidy was for 26 miles, but it had been found that better harbor accommodation could be obtained by dredging out Bathurst Harbor rather than by going farther on. (Oct., 1912, pg. 502.)

Northern Pacific Ry.—J. M. Huntford, Second Vice-President, accompanied by a number of officials paid a visit to Vancou-

Pacific Great Eastern Ry.—A survey party has started work at Scoll's Creek and Quesnel, locating the line between Lillooet and Fort George, B.C. Construction between Newport and Lillooet is being rapidly pushed and some clearing is being done beyond Lillooet. It is expected that the section from North Vancouver to Newport on Howe Sound will shortly be put under construction. (June, pg. 278.)

Pere Marquette Ry.—Press reports state that the company is expanding a considerable sum upon the improvement of its terminal facilities at Rondeau, Ont., which is on the company's own line, to which point it has been gradually diverting the business at one time carried to Port Stanley, the terminus of the London and Port Stanley Ry. The latter line is being operated by the P.M. Rd., under a lease which is near its expiration.

Pointe aux Trembles Terminal Ry.—The Dominion Parliament has incorporated a company with this title to build a terminal railway and other facilities at Pointe aux Trembles, Que. (April, pg. 160.)

Prince Edward Island Ry.—The Dominion Parliament has voted the following sums on account of this line, in addition to those already mentioned in these columns:—To increase accommodation and facilities along the line, \$5,000; to provide for the line through the Newfoundland Labrador have to be filed within two years.

Sir Thomas Skinner, Bart., of London, England, who is a director of the C.P.R., advises us that he is not interested in the Canadian North Atlantic Corporation, as reported, and that he knows nothing of it. The names and addresses of the engineers in charge of locating parties on this projected railway are as follows:—Alex. McLean, Riverton, Que.; W. S. Robertson, Bell River, Que., via Cochrane, Ont.; H. B. Tournigan, River Desert, Que., via Maniwaki, Que.; J. F. Rose, Dunham, Que.; A. W. Whitney, Cochrane, Ont. June, pg. 278.

Northern New Brunswick and Seaboard Ry.

Is made with the C.P.R. near Victoria Mills, by a switch, over which the steel is being taken on to the grade. (April, pg. 170.)

The Dominion Parliament has voted \$6,400 a mile upon the usual conditions, in lieu of the subsidy of 1912, for the building of a line from Andover to St. John, N.B., 200 miles. This subsidy covers all the bridges on the line except those across the St. John River at Mistake, and across the Kennebecasis River at Perry Point. The Minister of Railways, in reply to questions June 3, said there was no settled policy that the line would be built to Grand Falls. This would necessitate the building of an expensive bridge, and before the Government would subsidize the building of the additional 25 miles more information would have to be obtained as to the prospects, than was at present available. The C. P. R. had offered to give the line running powers over its line from Andover to Grand Falls. (Feb., pg. 84.)

Scotstown or Megantic, do International Boundary.—The Dominion Parliament has renewed the subsidy voted in 1912, to aid in the building of a railway from the C.P.R. at Scotstown or Megantic, Que., to the International boundary, 35 miles.

Southampton Ry.—In 1911 the New Brunswick Legislature granted aid towards the building of a railway from Melville to Pokloch Bridge, N.B., 13 miles. At the last session it increased the total amount of aid given by way of a guarantee of bonds, from \$30,000 to \$150,000, the first instalment of \$50,000 to be issued on the completion of five miles of line, the second instalment of \$50,000 on the completion of ten miles of line, and the balance on the completion of the line to the St. John River. The line has been practically completed, and it will be operated by the C.P.R. (Feb., pg. 84.)

Talbot Transit Co.—Press report:

The Minister of Railways informed the House of Commons recently that a subsidy contract had been signed with the company under the terms of the act granting aid to certain railways. The line will be 13 miles long, and \$18,442.88 has been paid on account of the subsidy.

By Dominion legislation the company is authorized to dispose of its line to C.P.R.

that it is hoped to be able to let a contract at an early date for the building of a line from Talbot, Alta., to the coal mines at Rethaw and Bow City. The work will be light, mostly earthwork, with less than 20,000 cubic yards of rock, the approximate average about 5,000 cubic yards a mile, and the fill about 7,000 cubic yards a mile. The maximum gradient will be 1 in 100.

only made available last session. (July,
pg. 332.)

Pacific Great Eastern Ry.—A start was made with the construction of the 14 miles of line to connect North Vancouver with Howe Sound, B.C., July 1. It is expected that this will be completed and the line opened by July 1, 1914. At Howe Sound connection will be made with the Howe Sound and Northern Ry., which has been acquired by the P.G.E. Ry. From the terminus of that line construction is being pushed as far as Lillooet, and work is also in progress thence to the Fraser River. A subcontract on this latter section has been let to Rankin & Co. Orders have been placed in the U.S. for 20,000 tons of steel rails for the line, and the first shipment will be made from New York early in August. (July,
pg. 332.)

August 19B

months to run. (May, pg. 220.)

Pacific Great Eastern Ry.—It is reported that the Lonsdale estate in North Vancouver, B.C., has been secured as a station and yard site. The estate comprises 35 acres, and is near the Capilano Indian Reserve. The company is, it is said, to spend \$100,000 on the property by Dec. 31, 1915, and an additional \$400,000 by Dec. 31, 1918. The buildings proposed to be erected include all that are necessary for freight and passenger terminals, and

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summer of 1914. (July, pg. 382.)

Pacific Great Eastern Ry.—A. E. Kellett, Superintendent of Construction, reported to the North Vancouver Council, Sept. 6, that it was expected to have the line as far as Dundarane ready for operation by Jan. 1, 1914. This is part of the section of the line from North Vancouver to Newport, on Howe Sound.

Plans have been deposited with the Minister of Public Works at Ottawa, for a wharf and tramway, with trestle approach, at the head of Howe Sound, B.C., in front of D.L. 486, G.I., N.W.D. (Sept., pg. 432.)

Prince Edward Island Ry.—Work has been started on the car ferry terminals at

October 1913

pg. 220.)

Pacific Great Eastern Ry.—It is expected that a train service will be put in operation between North Vancouver and West Vancouver, B. C., Jan. 1; and by June 1, as far as Horseshoe Bay, near Newport. The lines being operated from Newport for about 12 miles, and it is expected to be able to run trains as far as Lillooet by the fall, and to have the entire line to Fort George completed by the end of 1915. It is not intended to have the piece of line along Howe Sound into Newport completed until 1915, as there is a water route between Vancouver and Newport, which can take care of the existing traffic.

The company is negotiating with the Provincial Government with a view to securing a considerable area of the tide flats at Newport, reclaiming them for railway purposes. Dec., 1913, pg. 574.)

Prince Edward Island Ry.—The line to be built to Carleton Point in connection with

December 1913

ea to be built by chap. 125 of the statutes of
1912. (Dec., 1912, pg. 605.)

Pacific Great Eastern Ry.—We are officially advised that track has been laid on the section between Vancouver and Newport, B.C., about 42 miles, from North Vancouver to Dundarave, 4.5 miles, and on the section between Newport and Clinton, 163.5 miles from Newport to Cheakamus, 18.5 miles. Construction is being carried on upon the untracked mileage on these two sections by P. Welch, the contractor. Surveys are being proceeded with on the remaining section of the line from Clinton to a junction with the Grand Trunk Pacific Ry. at Fort George, B.C., 261 miles.

A train service was put in operation between North Vancouver and Dundarave, Jan. 1. Considerable progress has been made with grading between Dundarave and Caulfields, to which place the company is under agreement to have a train service in operation by July 1.

The Squamish Indian Reserve of 1,098 acres, at Newport, has been formally transferred to the company. The purchase price was \$175,000. It will be used for terminal purposes. (Jan., pg. 22.)

Prince Edward Island Ry.—We are offi-

February 1914

ADIAN RAILWAY AND MARINE CO

G. B. Holmes, F. D. Ames, J. P. Vincent, W. C. Thomson, New York (Mar., pg. 131.)

Pacific Great Eastern Ry.—The British Columbia Legislature has granted a guarantee of bonds at the rate of \$35,000 a mile for 30 miles of line in addition to the 450 miles specified in par. 4 of the agreement forming schedule A of the original act; and an additional \$7,000 a mile in respect of the line from Vancouver to Fort George, 480 miles, as a second charge on the line, ranking next after the charge created by the deed of July 10, 1912. The 30 miles mentioned is the difference between the original estimate of distance between Vancouver and Fort George, and the actual mileage of the located route. The necessity for the increase of the guarantee of bonds of \$7,000 a mile was stated by the Premier to be the fact that the estimated cost of construction was found on final surveys to be \$58,000 a mile instead of the \$45,000 originally estimated.

The company has authority to extend the line to Peace River, 330 miles, and the Premier explained that this line will form part of a through line from Vancouver to the Yukon, and Alaska. The act aiding the construction of this line provides for the guarantee by the Province of the company's bonds for \$35,000 a mile at the rate of 4½% for 330 miles, more or less. An agreement for the construction of this line, in terms similar to that for the building of the Vancouver-Fort George line, is to be entered into between the Government and Foley, Welch and Stewart.

It was reported, Mar. 10, that it was expected to have track laid to Horseshoe Bay, 13 miles out of Vancouver, by June 30. From that point to Squamish, the terminal at Newport, the line will have to be built through solid rock, and is not to be finished until June 30, 1915. Track has been laid from Squamish to Swift Creek, 14 miles, which includes the seven miles of track laid by the old Howe Sound and Northern Ry. Grading is practically completed to the Pemberton Meadows, 60 miles from Squamish, and to the north east end of Anderson Lake, 30 miles beyond. For 12 miles beyond Anderson Lake there is some heavy rock cutting yet to be done, while beyond to the crossing of the Fraser River, near Lillooet, the grading is finished. The piers and abutments for this bridge are expected to be completed in June. Some grading has been done from the Fraser River crossing to Kelly Lake, mile-age 200 from Vancouver. The work on the section from Kelly Lake to Fort George, 230 miles, is comparatively light, and will be gone on with during the summer.

Survey parties are to be sent out early in April from Fort George to locate the projected line to the Peace River, 360 miles. A reconnaissance party, in charge of L. C. Gunn, is now on the field. It is expected that a start will be made on construction in May. (Mar., pg. 131.)

~~MAPS~~
1914
April
1914

... refused to make any statement.
Feb. pg. 84.)

White Pass and Yukon Route.—O. L. Dickason arrived in Vancouver, B.C., June 3 and proceeded to Skagway and Dawson City to inspect the line, and to give consideration to plans for its extension. In an interview at Vancouver he is reported to have stated that if the Canadian and United States Governments would grant subsidies the company would extend its line from White Horse down the Yukon River to Dawson, Yukon, and Fairbanks, Alaska.

JULY 1913

APRIL, 1902.]

THE RA

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

(Continued from page 126.)

Klondike Mines Ry.—We are officially informed that it is intended to construct about 82 miles of line this season, commencing at Klondike City, Yukon, and connecting all the mines in the vicinity of Dawson, and reaching Stewart river. The routes of the proposed lines have been formally approved by the Government officials, and authority has been given by the Minister of the Interior to take possession of the necessary right of way over Crown lands. It is reported that the North American Trading and Transportation Co. has been awarded a contract to supply 35,000 ties for the first 12 miles of line from Dawson to Grand Forks. A meeting of the shareholders of the Co. was called for Mar. 3, in Ottawa for organization purposes. E. C. Hawkins, Seattle, Wash., is the principal promoter. (Feb. pg. 58.)

April 1902

Canadian Railway Rolling Stock Orders in 1913

Following are lists of passenger cars, freight cars, and locomotives, ordered during 1913, by the various railway companies in Canada, including such companies operating in the U. S. as are controlled by Canadian contractors and industrial companies.

Passenger Cars

Purchaser	No.	Kind	Builder	Builder	No.	Cylinders	Wheel	Type
Algonquin Central and Hudson Bay	1	Baggage and express	Canadian Car & Foundry Co.	1	60,000	Nova Scotia Car Works	60,000	Balder
Canadian Northern Ontario	1	First class	Hochtkiss, Blue and Co.	1	60,000	Montreal Loco. Works	60,000	Car & Foundry Co.
Central Ontario, Grand Trunk	1	Combination		1	50,000		50,000	Munich, Spain
Canadian Pacific	1	First class	J. D. McArthur Co.	1	50,000		50,000	
	2	Second class		1	100	Nova Scotia Car Works	100	
	3	Third class		1	100	Central Locomotive & Car	100	
	4	First class	Canadian Car Co.	1	100	Hart-Ochsner & Car	100	
	5	Second class	Groveson Car Co.	1	100	Hart-Ochsner & Car	100	
	6	Passenger and baggage	Creston Car & Coach Co.	1	100	Hart-Ochsner & Car	100	
	7	Passenger and baggage	Canadian Car & Foundry Co.	1	100	Hart-Ochsner & Car	100	
	8	Passenger and baggage	Barnes & Smith Co.	1	100	American Car & Foundry Co.	100	
	9	Passenger and baggage	American Car & Foundry Co.	1	100	American Car & Foundry Co.	100	
	10	Passenger and baggage	Canadian Car & Foundry Co.	1	100	American Car & Foundry Co.	100	
	11	Passenger and baggage	Minneapolis St. Paul and S. Marcelline	1	100	American Car & Foundry Co.	100	
	12	Passenger and baggage	Montreal Nickel Co.	1	100	American Car & Foundry Co.	100	
	13	Second class	Pacific Great Eastern	1	12	Orford	100	
	14	Passenger and baggage		1	4	Tank	100	
	15	Passenger and smoking		1	4	Box	100	
	16	Colonial	Outre-Mer	1	6	Flat	100	
	17	Colonial	Windsor, Hamilton and	1	150	Wood track	100	
	18	Colonial	Waterloo	1	6	Flat	100	
	19	Colonial	St. John's	1	100	Flat	100	
	20	Colonial	Montreal	1	100	Flat	100	
	21	Colonial	Montreal	1	100	Flat	100	
	22	Colonial	Montreal	1	100	Flat	100	
	23	Colonial	Montreal	1	100	Flat	100	
	24	Colonial	Montreal	1	100	Flat	100	
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	166	Colonial	Montreal	1	100	Flat	100	
	167	Colonial	Montreal	1	100	Flat	100	
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	169	Colonial	Montreal	1	100	Flat	100	
	170	Colonial	Montreal	1	1			

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