

BURRARD
INLET
TUNNEL
AND
BRIDGE
COMPANY

July, 1919.

Railway Development, Projects

British America Nickel Corporation.—We are officially advised in connection with a press report as to the construction of a line from Nickelton to Sudbury, Ont., that the company has made a survey for such a line, but has no immediate intention of building it. J. H. Gillis, Nickelton, Ont., is the company's Superintendent of Construction. (June, pg. 313).

Burrard Inlet Tunnel and Bridge Co.—A deputation from the Vancouver area headed by the mayor of North Vancouver, B.C., waited on the Dominion Government at Ottawa recently to urge that the Dominion undertake the construction of the projected bridge across the Second Narrows of Burrard Inlet, as a part of the projected Vancouver harbor works. It is reported that the delegation was informed that the appropriations include amounts for a car ferry and terminal railway to serve the North Shore industries, and that the question of the erection of a bridge is one more for the consideration of the British Columbia Government and for the municipalities than for the Dominion Government. (June, pg. 313).

A delegation which visited Ottawa recently in connection with the projected bridge over the Second Narrows of Burrard Inlet, is reported to have made the following report to the north shore reconstruction committee, on June 10:—"The bridge is accepted as a definite part of the whole scheme of harbor development; the Minister of Marine is heartily in favor of its construction when finances will permit; when built it will be financed by the harbor board, Canadian National Rys., and the municipalities with possible provincial government assistance; there is still a possibility of obtaining a portion of the \$5,000,000 appropriation for harbor improvements; Commissioner McClay has declared his intention of standing for the appropriation of \$500,000 of board funds towards bridge construction; Messrs. Stevens, Crowe and Cooper have specifically declared that they will secure a commencement of bridge construction next year, while Messrs. Hanna and MacLeod, of the C.N.R., have declared their readiness to enter into an arrangement for the joint construction of the bridge and to prepare their plans in time for the submission of bylaws in Jan."

Calgary and South Western Ry.—The route map of this projected railway

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Watt, B. Moses, Ottawa, Ont.

Burrard Inlet Tunnel and Bridge Co.—
The Dominion Parliament is being asked to extend the time for the commencement and completion of the railway, bridge and tunnel which the company is authorized to build. The company was incorporated in 1910 to build a tunnel under the First Narrows of Burrard Inlet, Vancouver, and a bridge over the Second Narrows of Burrard Inlet, for foot passengers, carriages, street railway and railway purposes, with approaches from some points on the south shore in or near Vancouver to points on the opposite shore of Burrard Inlet, so as not to interfere with navigation, and to connect the tunnel and bridge, or either, with the railways entering Vancouver to construct one or more lines not exceeding 10 miles long, a railway from the northern end of the bridge and tunnel, or either of them easterly along the shore line of North Vancouver District Municipality, to Deep Cove on the north arm of Burrard Inlet, and westerly from the north ends of the bridge and tunnel, or either of them along the shore line of the City of North Vancouver, to the Horse Shoe Bay on Howe Sound.

The company's stock is owned by the Cities of Vancouver, North Vancouver, and other local municipalities. Some years ago plans were completed for building the bridge, and some preparatory work in the way of boring for foundations was done. The war put a stop to the project, and it has since been an abeyance. In 1918 the company obtained an extension of time for two years for

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Canadian Niagara Bridge Co.—A

pg. 568.)

Burrard Inlet Tunnel & Bridge Co.—

A press report states that the Northern Construction Co., which has a tentative contract to build a bridge over the second narrows of Burrard Inlet at North Vancouver, reported to the directors, Dec. 7, that after having completed investigations on the site, it was prepared to go on with the work under the terms of the agreement of Sept. 26, 1922, which provides for the construction of the bridge for \$1,250,000, payable in municipally guaranteed bonds, plus \$55,261 to cover any deficiency in the price realized on the bonds being put on the market, which latter provision it proposed to abandon.

The councils of the North Vancouver City, and of North Vancouver District, were reported recently to have passed bylaws asking the ratepayers to give them authority to issue debentures to cover their respective portions of the proposed bridge, the voting to take place Dec. 20, 1922.

At the North Vancouver City Council meeting, Dec. 4, the Mayor is reported to have stated that a committee of the council had waited on the Vancouver Harbor Commission respecting elevator sites on the north shore, and received an intimation that the commission had bought about a mile of water frontage on the north shore for elevator purposes. The construction of such elevators would be of great advantage to North Vancouver, and he thought that the Harbor Commission would look favorably upon a proposition to take over the company's undertaking. (Nov., 1922, pg. 568.)

Calgary & Fernie Ry.—The Dominion Parliament is being asked to extend the

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Burrard Inlet Tunnel and Bridge Co.—

Steps are reported to have been taken to expropriate the right of way for the approach line through the Indian reserve and the Lonsdale estate adjoining; and negotiations are reported to be in progress for the purchase of a right of way through 0.75 of a mile of waterfront at Moodyville. Arrangements are stated to be under discussion for a connection with the Pacific Great Eastern Ry. at Lonsdale Ave., and with the Canadian National Rys, and the Vancouver Harbor Terminal Ry. (Jan., pg. 28.)

Canadian Niagara Bridge Co.—The U. S. Interstate Commerce Commission is

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June, 1925

Railway Development, Project

Burrard Inlet Tunnel and Bridge Co.— We are advised officially that owing to the agitation of Vancouver towboat men, the bridge being built over the second narrows of Burrard Inlet, Vancouver, B.C., is to be raised an additional 5 ft., which will give a clearance of 23 ft. above highwater. Two 150 ft. steel spans are being added to the north end to replace timber trestle work, so that the channel could be dredged wider, and thereby reduce the current in the main channel of the inlet. At the end of April the main piers had all been erected and raised the additional 5 ft., and the inshore 150 ft. span and the 300 ft. span had been placed in position. The 180 ft. bascule span, which is to be placed between these two spans, is being constructed. The bridge is expected to be completed by Oct. 1. The Northern Construction Co. has the contract and the work is being done under the charge of Wm. Small, its Chief Engineer.

The Board of Railway Commissioners passed order 36,319, April 28, authorising the company to build a bridge over Lynn Creek, at second narrows, Burrard Inlet. (May, pg. 222.)

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Railway Development, Projects Betterment

Burrard Inlet Tunnel and Bridge Co.—

A press report states that construction of the bridge across the second narrows of Burrard Inlet at North Vancouver is well ahead of the schedule, and that there should be no difficulty in having it opened for traffic in October. The bascule span, 185 ft. long, was reported to be complete, with the exception of some fittings, on Aug. 9, at which time the two remaining spans were ready to be floated into position. The trestle work at the south approach was also practically completed. Contracts are reported to have been let for the lighting and signalling systems, and the municipal authorities at each end of the bridge are doing paving and other work to connect the bridge with the public highways.

The shareholders were asked, at a special meeting on Aug. 17, to authorize the issue of \$70,000 of series A bonds to aid in the construction of the bridge and approaches. (Aug., pg. 395.)

Dease Lake, B.C.—A press dispatch of Aug. 12 from Telegraph Creek, B.C..

September

1925 447

pg. 173.)
Vancouver Harbor Commission Ry.—
5.) The Board of Railway Commissioners
to passed order 37,407, March 22, approving
re- plan and profile showing the Commission's
on- railway from a connection with Burrard
der Inlet Tunnel & Bridge Co.'s bridge near

east boundary of North Vancouver, B.C., to a connection with Pacific Great Eastern Ry. near Lonsdale Ave., North Vancouver, 2.07 miles. We were advised March 24 that some matters connected with the right of way had not been adjusted, but it was anticipated they would be cleared up shortly thereafter, when a start would be made on construction. Leith, Murray and Co., Vancouver, have been given an order for 280 tons of 85-lb steel rails with fastenings, etc., at an approximate cost of \$24,000. Negotiations are about completed for the operation of the harbor railway traffic over the Pacific Great Eastern Ry. tracks in North Vancouver, and for the operation of P.G.E. Ry. traffic over the Commission's lines.

Wabash Rd.—The question of the en-

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