

THE
GREAT
NORTHERN
RAILWAY
IN
CANADA
DIARY

C. H. RIFF

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	210,000	210,000
Totals	24,741,724	24,678,128

Great Northern Ry. Lines in Canada.

Manitoba Great Northern Ry.—A letter was received by the Winnipeg city clerk Dec. 27, 1910, stating that construction would not be proceeded with on the proposed yards, etc., in Winnipeg, before the spring.

Kaslo and Slocan Ry.—A resolution has been passed by the Kaslo, B.C., Board of Trade, asking the B.C. Government to cancel the charter, owing to the company's failure to live up to its obligations.

Victoria and Sidney Ry.—A station building has been erected on Blanchard St., Victoria, B.C., replacing the public market building, which had been used for some time.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—J. J. Hill, on the occasion of his recent visit to Vancouver, B.C., said it would be impossible at present to fix a time when the line would be completed, but it was being built from both ends. The difficult section was that through the Hope Mountains, and the engineers had, after a great deal of trouble and many surveys, found a feasible route, without having to bore an eight mile tunnel. It was an expensive piece of construction, however, and it would take time and money to put it through. As to the Vancouver terminals, work would be started immediately on the filling in of the north and east shores of the head of False Creek, and when this was done, the laying out of yards and the erection of the station and other terminal buildings would be taken in hand. The plans for the reclamation of False Creek were submitted to the Vancouver city council, Jan. 6, and after having been approved will go to the Board of Railway Commissioners. (Jan. pg. 17).

Atlantic, Quebec and Western Ry.—

February
1911

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Manitoba Great Northern Ry.—At a meeting of the Winnipeg city council held Mar. 15, an amended agreement with the company providing for its entry into the city was approved. The new plans provide that the line will come into the city on the level as far as Vera St., where a subway is to be built when ordered by the Board of Railway Commissioners on the request of the city; on to Isabella St., where there will be a subway; on to Ellen St., which is to be closed between Ross and Pacific streets, except that provision must be made for a footbridge; and that the company will build a station facing Paulin St. The plan shows a passenger station facing Paulin St., with the mail, baggage and express buildings along Ross Ave., to Ellen St., with four sets of double tracks and one set of single tracks, between which are to be covered platforms. Along Ross Ave., from Ellen to Isabel streets store buildings are shown. The area bounded by Isabel and Vera streets, and Ross and Pacific Avenues to be given over to freight tracks, with a freight house 1,000 ft. in length along Ross Ave., and 50 ft. deep to the tracks.

Considerable improvements are, it is said, to be made this year on the road-bed of the line from the International boundary near Gretna to Portage la Prairie, as well as on the connecting line south of the boundary to Neche and Grand Forks, N.D.

Vancouver, Victoria and Eastern Ry.—Grading had been completed westerly from Princeton, for 16 miles to Tulameen, B.C., when operations were suspended at the beginning of the winter. It is expected that start will be made with the grading early in April, and that about a month later tracklaying will be resumed. The route from Tulameen westerly will touch the coal fields being developed by the Columbia Coal and Coke Co., Coalmount. Nothing has been announced as to the route over the Hope Mountains, but local reports state that an arrangement is being made by which the company will have running rights over a section of the Canadian Northern Pacific Ry., line west of the Hope Mountains.

Grading is being pushed forward on the section of the line from Abbotsford to Sumas River, which is reported to be over 60% completed, and is expected to be finished in a couple of months.

The British Columbia Legislature has passed the necessary acts to enable the city of Vancouver to acquire certain lands and interests in certain lands at False Creek, and to make improvements

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vicinity of Shawinigan Lake, at mileage 447. The contract includes clearing, grubbing, fending, trestle, concrete work and grading. The work on the first 20 miles has already been sublet in sections of from one to four miles and a good part of the second 20 miles has also been sublet. Clearing has been commenced at several points, and excavated on two or three of the heavier cuts or under way. It is expected that the balance of the first hundred miles will also be put under contract as soon as the weather will permit of the completion of the location surveys. Construction was officially started Feb. 20, when the Lieut.-Governor of the Province, accompanied by the company's engineers, contractors' representatives and representatives of the Government went to Portage Inlet, and the Lieut.-Governor of the first sod. D. O. Lewis is in charge of the work as construction engineer, with headquarters at Victoria, and G. B. Hughes is assistant engineer in charge of the surveys. Mr. Hughes was at Port Alberni Mar. 10, arranging for placing a survey party in the field along Alberni Bay.

Duluth, Winnipeg and Pacific Ry.—We are advised that the grading and bridging of the extension of the Duluth, Lake and Winnipeg Ry., being authorized under this title, from Virginia to Duluth, Minn., is about 80% completed. That track has been laid for 24.5 miles southward from Virginia. The tunnel at Short Line Park is progressing slowly but the rock is very hard and progress has been somewhat slower than was hoped for. It is expected to have the tunnel completed by Sept. Nothing has been done as yet in regard to ore docks at Duluth.

G. H. Shaw, General Traffic Manager, and other C.N.R. officers were in Duluth Mar. 3 when the question of terminals was discussed, but no definite plans for the same were announced (Mar., pg. 346).

Alberta Railway and Irrigation Co., Ltd.

A special meeting of shareholders of the Alberta Railway and Irrigation Co., Ltd., was held on Feb. 22 to authorize the conveyance or lease of the company's property to the C.P.R., to which was made in our last issue, the company was described at the request of the President, E. T. Galt, by the company's solicitor, C. Bischoff. He pointed out for the purpose of convenience, the company was divided into two parts for the long lease of the railway itself in consideration for a rental of \$100,000 a year, and that the company had the railway and that the effect of the lease and sale

guarantee will be endorsed on the certificates, or otherwise properly evidenced. If any rent is in default 90 days, or the lessee fails to meet the obligations it undertakes, the lessor may resume possession. The second part of the agreement relating to the sale of all lands, irrigation works and generally all the assets of the lessor, except the property leased, provides that the sale is subject to a sufficient sum will be reserved out of the sale, to provide the debenture interest due Jan. 1, 1912, and an ordinary dividend for the half year ending Dec. 31, 1911, at the rate of 5% per annum.

The President then explained that the C.P.R. holds 13,750 shares, or about 57% of the total shares of the company and he also outlined the reasons which had led the directors to adopt the course of submitting the resolution to the shareholders. The view held by the directors was that to meet the requirements of the company's business the lines would have to be improved in the near future, by laying heavier rails, ballasting the road-bed, etc., extensions would have to be undertaken to cover the territory tributary to the company's business, and the irrigation system would have to be extended at heavy cost to meet the requirements of the increasing population. Under these heads, several million dollars would have to be spent and it was considered injudicious to absorb the liquid assets of the company is undertaking these expenditures. He also stated that he was authorized to announce that the C.P.R. will purchase any shares at \$150 each, plus an allowance of \$3 a share for dividend since July 1, provided the holders of 8,000 shares notify the Secretary that they accept this option, which will remain open to May 1.

A. M. Nanton, Managing Director, in response to questions, stated that the company's lands had almost all been disposed of, and that future dividends would have to be largely derived from its ordinary business. The remaining assets consist mainly of the cash in hand, and the balances due to the company, which would within a few thousand dollars, pay off the present indebtedness. The only remaining assets that can be used in connection with the common stock are, the balance of the land, the railway, the colliery and the canal. The irriable lands on hand, consist of from 25,000 to 30,000 acres, which, with the remaining non-irriable lands, cannot be valued at more than \$2,000,000, and early at that after a considerable expenditure for enlarging and extending the canal works. The railway consists of a line of about 120 miles long running from Lethbridge, Alta., to points of view across the province, and there is no

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The British Columbia Legislature has passed the necessary acts to enable the city of Vancouver to acquire certain lands and interests in certain lands at False Creek, and to make improvements on the same. These lands are being acquired in connection with the reclamation of False Creek, under agreements with the V., V. and E. Ry. Co., as ratified and confirmed by the Great Northern Ry., and now finally confirmed by the B.C. Legislature. Following on the confirmation of these agreements, work was started at the head of the creek, Mar. 13. Two steam shovels and a pile driver, are being operated, and a large sized gang of men are at work. The Board of Railway Commissioners has authorized the company to take certain lands in Vancouver, being the whole bed and foreshore of False Creek, east of Westminster Ave., with the exception of a portion reserved by the city.

Tenders are under consideration for the removal of the buildings on Pinder St., Vancouver, on the site of which an extension to the company's freight sheds is to be built. (Mar., pg. 219.)

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Great Northern Ry. Lines in Canada.

Midland Great Northern Ry.—Arising out of a motion at the meeting of the Winnipeg city council, Mar. 21, to rescind the agreement of April, 1910, certain questions in connection with the proposed new agreement have been discussed by the Ratepayers Association. It is alleged that the proposed new agreement paves the way for the abandonment of the plan for the erection of a station facing Paulin St., and the carrying of the traffic to the union station at Fort Garry. The Ratepayers' Association, April 7, passed a resolution to the effect that no plans providing for the entrance of the company's line into the city would be satisfactory unless the Paulin St. station was erected. L. C. Gilman, Assistant to the President, G.N.R., was in the city at the time of the meeting and discussed the matter with representatives of the Association. It is said that an appeal will be made to the Board of Railway Commissioners on the subject.

A letter was received April 12, by the President of the Ratepayers Association from L. W. Hill, President, G.N. Ry., in which it was said, "After giving this question of the erection of passenger terminals on Paulin St. the most careful study we reached the conclusion that it was not best to erect at once a passenger station in connection with our present development." It was added that "permanent freight terminals would be at once established," the question of passenger terminals being "left for future determination."

A United States press report states that work is to be started early in June upon the terminals in Winnipeg, and upon the construction of a line from Winnipeg southerly to the International boundary.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—The Board of Railway Commissioners has approved the location of the extension of this line from Otter Summit, mileage 17, to Tulameen, mileage 39, B.C.

The Board of Railway Commissioners has extended the time for the building of the branch line from near McLean's Drive to Park Lane, Vancouver.

The Board of Railway Commissioners has approved revised location plans mileage 12 to 16 from Coquihalla Summit.

A contract has been let to H. Chase & Co., Seattle, Wash., for the filling in of the trestle to be built at the head of False Creek, Vancouver, from Park Lane to the western end of Grand View cut. Work on the trestle was started Mar. 27, and the contractor's equipment for filling in arrived a week later. Five carloads of steel for the new Park Drive bridge at Grandview cut have been delivered. The filling in will be done by earth taken from the Grandview and Park Drive cut, which will be lowered about 15 ft. at the deepest part of the cut, reducing the grade through there to about 1%. It is estimated that about 1,000,000 cubic yards will be secured from the Grandview cut when the permanent slope has been made on the cut there.

A contract is reported let to Chase and Co., Seattle, Wash., for the building of an oil car trestle for the supply of oil to the oil burning locomotives on the division, pending the building of a permanent oil tank. (April, pg. 347.)

Victoria and Sidney Ry.—It is expected that the new buildings, which include a passenger station and freight shed, will be completed and ready for occupation early in May. April, pg. 347.)

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Great Northern Railway Lines in Canada.

Midland Great Northern Ry. or Midland Ry. of Manitoba.—While all the negotiations respecting the location of what are known as the "Midland" terminals have taken place between the Winnipeg city council and representatives of the Great Northern Ry., there is some speculation as to what interests are really behind the matter. The Midland Ry. Co., of Manitoba's charter originally obtained primarily in the interests of the Northern Pacific Ry., but the two lines already built under it, were built by the G.N.R., and are being operated by it. The Midland Great Northern Ry. was incorporated with power to take over the Midland Ry. of Manitoba, and in the negotiations sometimes one name was used and sometimes the other. Local papers of recent date state that the Northern Pacific Ry. has an interest equal to that of the G.N.R. in the line now being built into Winnipeg, and in the terminals being laid out, whatever may be the ownership of the lines, to Portage la Prairie, and to Morden.

Track laying has been started on the line in Winnipeg, and it is expected to have most of it done this year. Work is being rushed on the subways, and about half the work on the freight sheds has been completed.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—J. L. Kennedy, chief engineer, is reported as saying that the final survey to the summit of the Hope Mountains has been made and that contracts will be let for construction in the near future. Track will be laid from Princeton to Coalmount on the Tulameen River this fall, and then the section to the Summit will be gone on with. Survey parties are on the field locating a route from the Summit to Hope, near where connection will be made with the Canadian Northern Pacific Ry. Between Hope and Chilliwack the Canadian Northern Pacific Ry. will be used, and into New Westminster the company's existing line will be used. The Board of Railway Commissioners has ordered the company to file plans for the proposed shunting tracks at Sapperton, and the company promised to proceed with the erection of a new station at New Westminster at once.

New Westminster Southern Ry.—Plans for the construction of a new station at New Westminster, were laid before the city council, Sept. 12. The site will be on block M., which was deeded to the city by the provincial government for station purposes for \$1 a year on a 99 year lease. The city in transferring the property stipulates that other railways shall be entitled to use the building.

Vancouver Terminals.—The steel for the new bridge over the big cut at Park Drive has been delivered, and it was expected that the erection would be completed Sept. 29.

A contract is reported let to the Dominion Creosoting Works, Vancouver, for the provision of piles necessary for the erection of the new wharf at False Creek, and it is said that W. H. Chase, also of Vancouver, has been given the contract for driving the piles. There will be 3,000 piles to be driven.

A. H. Hogeland, Chief Engineer, G.N.R., St. Paul, Minn., after a recent inspection of the works in progress, stated that the company's plans for the development of its interests in Vancouver were practically completed, and the work would be put in hand as speedily as possible. (Sept., pg. 347.)

The Board of Railway Commissioners has authorized the C.P.R. and the G.T.R. to operate an interchange track in St.

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Midland Great Northern Ry. or Mid-land Ry. of Manitoba.—Track is reported to have been laid from St. James Jct., to the river, about two miles, on the company's line into Winnipeg. It is said that as soon as the bridge over the river is completed track laying will be resumed on the remaining mileage to a junction with the Canadian Northern Ry. line to Emerson.

It is said that the C.N.R. will, for the present, operate through freight over the C.N.R. line from Emerson as far as the junction and then over its own line to its own terminals. It is reported that an arrangement has been made by which the G.N.R. passenger trains will be run over the C.N.R. into Fort Garry station, Winnipeg, and that this arrangement will be put into effect as soon as it has received parliamentary sanction.

Crows Nest Southern Ry.—J. M. Gruber, General Manager, and other G.N.R. officials, went over this line Sept. 26, and local reports state that in addition to business connected with the annual inspection of the company's lines in Canada, the question of extending the line along the Elk Valley in the direction of Calgary was under consideration.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—Tracklaying is reported to be in progress beyond Princeton, B.C., through the Tulameen canyons. About five miles of track has been laid, and three bridges are being built. It is expected that track will be laid to Coalmount, 14 miles from Princeton, early in November. As soon as this is finished the bridge over the Similkameen River west of Maplehurst, will be built.

The General Manager and a party of officials visited Vancouver Oct. 9, and looked over the work in progress at the new False Creek terminals. It is said that it has been decided to transfer the handling of the local traffic from the present yards on Pender St., to the south side of False Creek and that tracks for this purpose will be laid at once.

Victoria Terminal Ry. and Ferry Co.—The Victoria city council is applying to the Provincial Government to compel the V.T.R. and F. Co., to observe the agreement with the city as to the laying of tracks and the operation of trains. It is alleged that tracks have been laid since 1909 without authority, and that the tracks do not conform to the grade of the streets.

Victoria and Sidney Ry.—It is reported that arrangements have been made to operate the car ferry now running from Victoria to New Westminster, between Victoria and Port Guichon. The change, it is said, will enable the ferry to make five additional round trips a month. (Oct., pg. 939.)

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THE RAILWAY AND MARINE WORLD.

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Great Northern Railway Lines in Canada.

In the annual report for the year ended June 30, the following references are made to construction on lines owned and controlled by the company in Canada and to those approaching the International boundary:

The expenditure on construction of new lines and purchase of property charged to cost of road amounted to \$2,497,387, but it is not shown how much of this was expended in Canada. Of the lines under construction tracklaying has been started on the line from Stanley to Wildrose, N.D., and the work is expected to be completed by the end of the year. This branch will be 51 miles, its present terminus being on the North Dakota-Montana boundary, about 25 miles south of the International boundary. The branch line from Bainville to Plentywood, Mont., 53.19 miles, has been in operation since March. Plentywood is about 29 miles south of the International boundary. Grading has been completed from Oroville, on the Washington section of what is in British Columbia, the Vancouver, Victoria and Eastern Ry., southerly to Pateros, 70 miles. Work has been continued during the year on the V.V. and E.R. and N. Co.'s lines. On the line between Princeton and Tulameen, B.C., the grade has been completed for 14 miles and track will be laid this fall from Princeton to Coalmount. (Since the date of the report this track has been laid). About 14 miles of grading is being proceeded with between Abbotsford and Chilliwack, at the east end of the line. There has been added during the year 1.02 miles of side tracks on the Canadian lines. The work of reducing the line grade at Vancouver, mentioned in previous reports, has been completed, the grade having been reduced from a maximum of 2.54 to 1% for 8,200 ft. A portion of the material removed has been used in filling in a part of the bed of False Creek and so enlarging the company's terminal property in Vancouver. Particulars of the cost of lines in Canada, etc., are given on another page under "Great Northern Ry. Co.'s Annual Report."

The following is our own compilation of current construction news:

Fort William, Ont.—A party of engineers, said to be in the G.N.R. employ, has been at work for some time west of Fort William, and was at the beginning of Nov. working in Blake tp.

The city council had under discussion Oct. 26, the question of building a bridge across Mission River in the vicinity of Island No. 2. In the course of the discussion, Alderman Hamilton stated that if the bridge did not materialize it might result in the acquisition of the island by another railway company. In a subsequent interview, he declined to say anything further about the matter.

Midland Great Northern Ry.—Midland Ry. of Manitoba.—The Board of Railway Commissioners has authorized the M.R. of M. to connect with the Canadian Northern Ry., and to cross the Grand Trunk Pacific Ry. in parish lot 55, St. Boniface, Man., the interlocking plant there to be enlarged.

Grading for the line from Oak Point Jct. to the freight yards on Isabel St., Winnipeg, has been completed, and the laying of the track and the finishing of the line is expected to be completed early in Dec. The steelwork for the viaducts crossing several streets is practically finished. The freight yard has been laid out, and the building of the freight shed is well forward. This building is 600 by 50 ft. At Oak Point Jct. are located a four-stall locomotive house, section foreman's house, yard office, coaling platform and some other small buildings. The contractor for the building of the line was A. Guthrie, St. Paul, Minn., and

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the buildings are being put up by the J. McDiarmid Co., Winnipeg.

A number of G.N.R. traffic officers were in Winnipeg, Nov. 10, inspecting the work in progress. W. P. Kenny, General Traffic Manager, is reported as stating that the company would be running its own freight trains into Winnipeg, over its own line, and into its own terminals by Jan. 1, 1912.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—Tracklaying is reported to have been completed as far as the fourth crossing of the Tulameen River, B.C. From near this point a branch line has been surveyed to Ashnola, where the B.C. Copper Co. is carrying on operations, and it is reported that the line will be built at an early date. Plans of the revised location of the line from Hope to the western boundary of Yale district, 24.17 miles, have been approved by the Board of Railway Commissioners.

The company is acquiring some additional lands in the vicinity of False Creek, Vancouver, in connection with its development there, and arbitration proceedings in connection therewith are in progress. A start has been made in laying out the site south of False Creek, where the freight yards are to be situated. For this four tracks are being laid east, and two west, from Main St. The piling and filling in of the area to be levelled up is in progress. The filling is being done from the head of False Creek westward to where the union station will be located at the foot of Park Lane. The material for this filling in is being brought from Sapperton, about 13 miles, and additional material will be secured when the present cut through Grandview is deepened, as projected.

The Board of Railway Commissioners has authorized the company to build a dock and warehouse on Burrard Inlet. (Nov., pg. 1053.)

A Railway to Hudson Bay.

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Great Northern Railway Lines in Canada

The report of the President of the Great Northern Ry. for the year ended June 30 contains references to the work on the company's lines in Canada, and to the lines in the U. S. connecting therewith. The President refers particularly to the fact that since the close of the year construction of a line from Niobe, N.D., to a connection at the International boundary line with the G.T. Pacific Ry. branch from Regina, Sask., has been begun. The line will be 22 miles long, and will be pushed to completion as rapidly as possible. No other construction giving connection with lines in Canada is in progress.

Midland Ry. of Manitoba.—The G.N.R. President's annual report states that during the financial year to June 30, 1912, the work of betterment on this line, which is jointly owned by the G.N. Ry. and the Northern Pacific Ry., includes the following:—The completion of 6.05 miles of main track connecting with other railways, 6.02 miles of sidings and other tracks, the building of a brick freight house, 50 by 600 ft., a 4 stall frame locomotive house with 80 ft. steel turntable and other buildings at Winnipeg. As of May 1, 1912, the company acquired trackage rights on the Canadian Northern Ry. between the International boundary and its own tracks near Winnipeg, and on lines of the C.N. Ry. and G.T. Pacific Ry. to the Fort Garry union passenger station, Winnipeg. Since that date the G.N. Ry. has been running its own through trains into Winnipeg.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—The G.N.R. President's annual report refers to the work in progress on this line as follows:—Work was continued on the several lines of the V., V. and E. Ry. The section from Princeton to Coalmont, B.C., 12.16 miles, was opened for regular operation May 1. Grading west of Coalmont to Coquihalla summit is in progress. On line west of the mountains, the section between Abbotsford and Kilgord, five miles, was opened for operation

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Aug. 15. Construction is in progress between Kilgard and Sumas Landing, about eight miles. From Sumas Landing easterly to Hope the Canadian Northern Pacific Ry.'s line will be used.

Vancouver Terminals, Etc.—The G.N.R. President's annual report states that the work of filling the bed of False creek, Vancouver for terminal purposes is being progressed with. The gradient of the line entering Vancouver is being lowered, and a second track is being built from Sapperton into the city, seven miles. There is under construction at Burrard inlet, Vancouver, a reinforced concrete dock, 300 by 450 ft., on which will be built two frame ware-houses, each 100 by 400 ft.

The location plan for the second track work, mentioned above, has been approved by the Board of Railway Commissioners, and plans showing the additional land required for slopes and bridges over the Sumas river, in connection with the grade revision, have also been approved by the Board. (Nov., pg. 559.)

Grand Trunk Railway Betterments,
Construction Etc

January 1913

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ing passengers at 5 cents a mile. Track has
been laid to McLaren, 62 miles from Pas,
at the end of August. (Sept., pg. 422.)

Great Northern Railway Lines in Canada.

Midland Great Northern Ry.—The Mani-
toba Public Utilities Commission has decided
that the company has power to expropriate
land for its proposed spur tracks in the
vicinity of Ross and Elgin Streets, Winni-
peg. The company entered into an agree-
ment with the city to build these spurs, but
the owners of the land refused to sell the
portion required for the right of way, and
argued that the company could not expro-
priate.

International Boundary to Peace River.—
J. A. Carson, of the engineering department
of the Great Northern Ry., was in Edmon-
ton, Alta., Aug. 30, and has been spending
his time since in investigating the traffic
possibilities of the Peace River country.
Press reports state that this investigation
is being made in connection with a project
for building a line from Grand Falls, Mont.,
the terminal of a G.N.R. branch, north-
westerly into the Peace River country, for
which the G.N.R. is said to hold a charter.
(See Western Dominion Ry., in Railway
Development Department.)

Vancouver Terminals.—The west pier of
the new G.N.R. dock on Burrard Inlet has

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Great Northern Ry. Lines in Canada.

Press reports recently stated that the G. N. R. proposed to start construction on an extension of the line serving Felon and Great Falls, Mont., to the International Boundary, between Montana and Alberta. The new line, it was reported, was already located to Dupuyer, and the extension of this survey would take the line through the Blackfoot Reserve to the International Boundary near the St. Mary's River. The reports further stated that the G.N.R. has secured, or was negotiating for the purchase of, the Western Dominion Ry. charter, which has power to build a line from the International Boundary into the Alberta coalfields and through Edmonton to Fort St. John, B.C. We were officially advised, April 16, that the G.N.R. Co. had "at present no such plans in contemplation" and that the report mentioned was "purely a newspaper story."

The Vancouver, Victoria and Eastern Ry. and Navigation Co.'s line runs into the United States at several points, and from one of these points south of Grand Forks, B.C., a line had been projected along the San-Poir Valley. The Spokane and British Columbia Ry., the United States end of the Kettle Valley Ry., was given rights to build along the same valley. After litigation extending over ten years, the G.N.R. announced, April 1, that it had decided to abandon the project of building this line.

Victoria and Sidney Ry.—An agreement has been made by which the rights and property of this railway have been transferred to the Vancouver, Victoria and Eastern Ry. and Navigation Co. The agreement has been formally approved by the City of Victoria and the British Columbia Government, both of which guaranteed the bonds of the V. and S. Ry. (April, pg. 177.)

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from Dominion Iron and Steel Co.; and during the same period delivered 1 all wood Lidgerwood flat car to Allis Chalmers-Bullock, Ltd.; 5 first class cars and 186 thirty ton wood box cars, to Canadian Northern Ry.; 32 steel frame drop bot- tom box cars, 606 forty ton box cars and 92 forty ton steel underframe flat cars, to C.P.R.; 4 forty ton Hart convertible bal- last cars, to Canadian Steel Foundries Ltd.; 1 dump car to Edmonton Radial Ry.; 50 fifty ton Otis dump cars, 142 steel frame box cars and 1 thirty ton refrigerator car, to Intercolonial Ry.; 2 steel street car bodies, to Montreal Tramways Co.; 2 forty ton steel frame box cars and 4 forty ton steel underframe flat cars, to Windsor, Essex and Lake Shore Rapid Ry.; 4 forty ton steel underframe flat cars, and 4 fifty ton trucks, to St. Lawrence Bridge Co.

Great Northern Ry. Lines in Canada.

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Taxation of Railways in New Brunswick.

MAY 1913

Great Northern Railway Lines in Canada.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—J. H. Kennedy, Chief Engineer, is reported to have stated, June 30, that satisfactory progress was being made with construction on the section of the line between Coalmount and Otter Summit. Four steam shovels and a large force of men were at work. This section will connect with the joint section to Hope, which is to be built by the Kettle Valley Lines.

Victoria and Sidney Ry.—F. Van Sant, Superintendent, is reported to have stated recently that the work of improving the roadbed will be put in hand at an early date. The line will be regraded in part, and rails will be laid, and additional ballast added at a cost of \$100,000. New turntables are being built at Victoria and Sidney, to handle a gasoline electric car which will shortly be added to the rolling stock. (May, pg. 224.)

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CANADIAN

Great Northern Railway Lines in Canada.

The Midland Ry. of Manitoba made application recently to the Winnipeg City Council for permission to lay tracks on a lane between Spruce and Clifton streets, which was granted on condition that another avenue be provided for the traffic. The question of building a spur line adjacent to Sherbrooke St., between Ross and Elgin Avenues, is before the Public Utilities Commissioner.

Projected Lines in Alberta.—A press report from Calgary, Alta., credits a construction superintendent of the Great Northern Ry., with stating Aug. 7, that the G.N. Ry. interests had a route surveyed for a line from Nelson, B.C., to Lethbridge, Alta., and that construction would be gone on with during 1914.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—Construction is being gone on with on the uncompleted portion of the line westerly to the summit of the Hope Mountains, and it is expected to have the line finished to that point during 1914. From this point to Hope the company will use jointly with the Kettle Valley Lines, the section which is being built by the latter company down the Coquihalla River Valley the contract for which has been let to McArthur Bros., New York. From Hope the company runs over a portion of the Canadian Northern Pacific Ry., and its own lines into New Westminster, Vancouver and a connection with the G.N. Ry. lines in the U. S.

The details of the False Creek plans are being worked out by the engineers of the G. N. R., the Canadian Northern Pacific Ry. and the British Columbia Government, and the various portions of the work are being put in hand as rapidly as possible.

Victoria and Sidney Ry.—We are officially advised that the G.N.R., having settled all matters previously at issue with the city of Victoria and the British Columbia Government regarding the bond issue of the V. and S. Ry., is now engaged improving its physical condition, putting in a great many new ties, and tie plates, and a large quantity of ballast. A steel gasoline-electric car has been purchased, and is working three round-trips daily between Victoria and Sidney. An order has been placed for the building of a new barge with a capacity of nine cars, to supplement the 6-car barge now in service between the railway and Port Guichon, on the Vancouver, Victoria and Eastern Ry. (Aug., pg. 379.)

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been completed, and a start has been made on the sheds. The dock is 450 ft. in length and 360 ft. wide, the approaches being 250 ft. long, and 280 ft. wide. About 250,000 cubic yards of material was used for filling. The sheds, which are being built by Grant, Smith and McDonnell, are expected to be completed by Nov. 1.

L. C. Gilman, assistant to the President, G.N.R., is reported as having stated in Vancouver, B.C., Sept. 8, that it is expected to begin operating trains into the new terminals at False Creek in about a year. The Northern Pacific Ry. will use the same terminals. It is not the company's intention to operate a trans Pacific steamship service, as it is purposed to work in connection with existing steamship lines trading to the port.

The reclamation work at False Creek is being pushed forward by the contractors, Grant, Smith and McDonnell. (Sept., pg. 423.)

Hudson

Annual Inspection of the Canadian Pacific

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IRON, MICH., TO COAST (pg. 10.)

Great Northern Ry. Lines in Canada.—A press report states that engineers are making surveys for a railway from Port Arthur, Ont., to Duluth, Minn., in the interests of the Great Northern Minnesota and Duluth Rd. The title would imply a connection with the Great Northern Ry., U.S.A., and that it is a Minnesota State charter. We are unaware of any charter being in existence covering the Ontario end of such a line. During the last year or more G.N.R. engineers have been reported to be working between Port Arthur and the International Boundary line, and to have acquired land suitable for railway terminals in the vicinity of Port Arthur and Fort William.

The Board of Railway Commissioners has approved the company's plans for a station building on the False Creek flats, Vancouver. This was reported to the city council Dec. 10, but on Jan. 3 the council decided to call attention to the fact that the Board had directed that actual construction be started on the station by Dec. 1, 1915, which had not been done. (Jan., pg. 10.)

Joliette and Lake Manuan Colonization Ry.

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pg. 106.)

Great Northern Ry.—A press report states that it is proposed to start construction at an early date on a line 14 miles long to connect the present Cloverdale-Abbotsford line with the Canadian Northern Pacific Ry. at Sam's Landing, B.C.

The building line for the station building on the False Creek site, 375 ft. east of Main St., has been finally approved by the Vancouver City Council. The question of the cost of the station building, which has been raised by the B.C. Government, the Council decided, was not one with which it had to do. A contract for the erection of the station is reported to have been let to Grant, Smith & McDonnell, who will start work at once. F. L. Townley, Vancouver, is the architect in charge. The plans provide for a structure of two units, a main building with terminal facilities on the main floor, and office accommodation above, and an L wing containing the baggage, mail and express offices and rooms. The building will be of brick with terra cotta trimmings. The main structure will be 235 x 60 ft., and the L will be 130 x 42½ ft. There will be a glass covered concourse leading to 11 sets of tracks, and in the centre of the main building will be a domed waiting room which will reach up above the roof of the two storied wings. The open space to Main St., 375 ft., will be laid out in grass and shrubberies.

Application is being made to the Board of Railway Commissioners for approval of an agreement dated Nov. 6, 1915, whereby the Victoria, Vancouver & Eastern Ry. & Navigation Co. grants the Canadian Northern Pacific Ry. joint and equal use in common, of the main and passenger tracks (subject to certain reservations), and the train, standing and industrial spurs, from the north approach of the Fraser River bridge at New Westminster, to the junction of the two companies' tracks at the east boundary of the C.N.P.R. property at False Creek, Vancouver, subject to all exceptions and upon terms set out in the agreement. (Mar.,

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Ave., across its Weyburn branch. (Feb., pg. 49.)

Great Northern Ry. Lines in Canada.—The Minister of Railways for British Columbia informed the G.N.R., Feb. 2, that the plans submitted for the new station on the False Creek flats, Vancouver, do not fulfil the requirements of the agreement. In an interview the Minister of Public Works is reported to have said: "No detailed plans have been submitted, but in the preliminary drawings our engineer has seen, it appears, that the value guaranteed by the G.N.R. is not there, and we are not going to pass the plans until the value mentioned in the agreement signed by the G.N.R. is shown. We certainly expect the G.N.R. to live up to its agreement and spend the \$500,000 agreed upon."

O. S. Bowen, of the G.N.R. engineering staff, was in Vancouver Feb. 1, and is reported to have said the contractors had been given plans for the foundation work of the new station, and were preparing to start work. The question of the new frontage was being considered, but no decision had yet been reached. The proposal is that the frontage be set 75 ft. further back from Main St. than the plans showed. (Feb., pg. 49.)

High River, Saskatchewan & Hudson Bay Ry.—The Dominion Parliament is being asked to extend the time for the building of this projected railway from

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1916

which point a line was surveyed north-easterly last summer.

Great Northern Ry.—Vancouver City Council's bridge and railway committee is, a press report states, contemplating asking the G.N.R. to build a wooden bridge across its tracks at Twelfth Ave., under the agreement that such a bridge would be erected when the city desired it. The agreement also provides that after a certain period, the wooden bridge is to be replaced by a steel one.

Haliburton, Whitney and Mattawa Ry. Co.—The Ontario Legislature passed an act in 1899 incorporating this company

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No. 1 Construction Battalion for Overseas Service.

Considerable information about the No. 1 Construction Battalion which is being raised by Lt. Col. Blair Ripley, M.C., Soc.C.E., heretofore Engineer of Grade Separation, C.P.R., Toronto, was given in Canadian Railway and Marine World for June. In addition to the appointments then mentioned four supernumary lieutenants have been taken on as follows:

F. A. R. McNair, of the City Works Department, Toronto. He has been connected with the roadways branch for some years and has had charge of considerable roadway and paving work.

C. M. Saul, of Montreal, a civil engineer who served his time in Scotland. During the past three years he has been with the California Highway Commission, his special line of work being paving and roadway construction.

The Late James Jerome Hill.

The death of J. J. Hill, at one time President, and later Chairman, Great Northern Ry., took place at St. Paul, Minn., May 29, too late for an announcement to be made in our June issue. He had been in indifferent health for some little time, but his death was not anticipated until within the last few days of the month.

He was born at Rockwood, near Guelph, Ont., Sept. 16, 1838, and attended school there until he was 14 years old, when his father died, and he worked at the village store. In 1856 he obtained work at St. Paul, Minn., as a shipping clerk, and in 1865 was appointed agent for the Northwestern Packet Co., at St. Paul, and two years later, local agent for the St. Paul & Pacific Ry., running a short line between St. Paul wharf and St. Anthony's Falls. During this period he began a friendship

considerable knowledge of the mineral resources of those regions. In the meantime some extensions had been made to the St. Paul & Pacific Ry., as far as the Red River, but owing to bad management, it deteriorated until in 1873 it became bankrupt. Again in conjunction with N. Kitson, he organized a syndicate to acquire the property, and through Donald A. Smith, then chief representative of the Hudson's Bay Co. at Winnipeg, later Lord Strathcona, enlisted the support of George Stephen, then President, Bank of Montreal, later Lord Mount Stephen, and purchased the property for about 40% of the par value of the outstanding securities. The company was reorganized in 1879 as the St. Paul, Minneapolis & Manitoba Ry. with George Stephen as President, and J. J. Hill as General Manager. In the late seventies the line was extended to the International Boundary at St. Vincent, Minn., where it connected with the line built from the other side of the boundary at Emerson

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oronto Ry., is in charge of recruiting for the battalion.

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o Norman Kitson, who ran an ox wagon
e and sledge service to Winnipeg, and ob-
tained practical knowledge of the condi-
s, tions of the northwest on trips to and
a from Winnipeg. He also built up a busi-
ness at St. Paul, supplying fuel to steam-
n boats, and this developed into the firm of
n Hill, Griggs & Co., and later, the North-
g- west Fuel Co., and in connection with
this business, he brought the first boat
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te two vessels, which, in connection with the
ll stage route, established the first through
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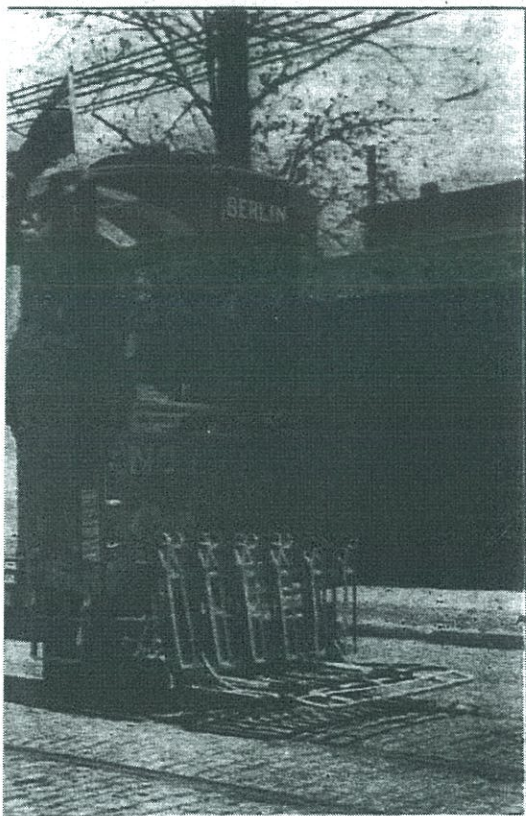
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attalion, Canadian Expeditionary Forces.

for recruiting for No. 1 Construction Battalion, which he gave in Canadian Railway and Marine World for, and was decorated by men of the battalion. Lieut. G. Toronto Ry., is in charge of recruiting for the battalion.

and later entered into partnership with Norman Kitson, who ran an ox wagon and sledge service to Winnipeg, and obtained practical knowledge of the conditions of the northwest on trips to and from Winnipeg. He also built up a business at St. Paul, supplying fuel to steamboats, and this developed into the firm of Hill, Griggs & Co., and later, the Northwest Fuel Co., and in connection with this business, he brought the first boat load of eastern coal to St. Paul from Peoria, Ill., by way of the Illinois & Mississippi Rivers. In 1870, in partner-

considerable knowledge of the mineral resources of those regions. In the meantime some extensions had been made to the St. Paul & Pacific Ry., as far as the Red River, but owing to bad management, it deteriorated until in 1873 it became bankrupt. Again in conjunction with N. Kitson, he organized a syndicate to acquire the property, and through Donald A. Smith, then chief representative of the Hudson's Bay Co. at Winnipeg, later Lord Strathcona, enlisted the support of George Stephen, then President, Bank of Montreal, later Lord Mount Stephen, and purchased the property for about 40% of the par value of the outstanding securities. The company was reorganized in 1879 as the St. Paul, Minneapolis & Manitoba Ry. with George Stephen as President, and J. J. Hill as General Manager. In the late seventies the line was extended to the International Boundary at St. Vincent, Minn., where it connected with the line built from the other side of the boundary at Emerson Minn., to St. Boniface, opposite Winnipeg, by the Dominion Government and which was known as the Canadian Pacific Railway, Pembina Branch. In 1881 he became one of the members of the syndicate formed to take over from the Dominion Government the portions of the C.P.R. which were completed and under construction, and he was one of the first directors of the C.P.R. Co. Wm. C. Van Horne, afterwards Sir Wm. C. Van Horne, being selected as the first General Manager on his recommendation at the end of 1881. He only remained on the C.P.R. board for a comparatively short time, devoting his energies to the St. P.M. & M.R., and in 1882 he was elected its Vice President, and in 1883, President, when he relinquished his holdings in the C.P.R., and confined himself exclusively to the upbuilding of the system of railways now known as the Great Northern, and also becoming largely interested in the Northern Pacific, and the Chicago, Burlington & Quincy. This, it is claimed, was accomplished without any Government aid in cash, and with only 3,675,000 acres of land as a grant. He retired as President, G.N.R. in 1907, and was for a short while Chairman of the Board.

Pullman Co.'s Profit Sharing Plan.

The directors have set aside 5,000 shares of stock, which will be sold to employees at \$155, which is about \$10 below current market price. The employees will make deferred payments, and only those who have been in the company's service over one year will be allowed to purchase. An employee will be allowed to purchase one share for each \$500 of his annual pay, or portion thereof, up to 25 shares for those having a salary of \$12,000. Payments will be at the rate of \$4 a month per share. Interest will also be paid on the deferred payments, at not more than 4%, and the purchaser will receive dividends from the date of his purchase.

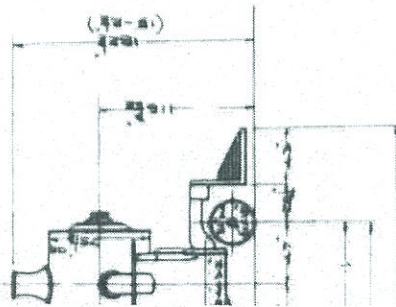
Too Forcible Ejection From Train.

The Supreme Court of Canada in giving judgment in the appeal case of Diplock against the Canadian Northern Ry. has decided that the company's servants must not use undue force in ejecting tres-

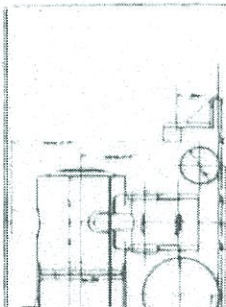
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Railway and Steamship Bill of Lading.

Rose, Canadian Trade Committee, Melbourne, Australia, in report to Trade and Commerce Department, Ottawa recently said: "Of all questionable shipping documents presented to Australian importers by exporters of goods and products combined Railway and Steamship Lading easily takes first place. In the war, the use of such documents was not general, but in recent years has been the rule rather than the exception."



So grievous is the discontent amongst importers of made in Canada, that representations have been made to the effect that the Canadian Government should be approached with a view of enacting legislation to make it a document so detrimental to the interests of manufacturers and exporters as to be prohibited. The Trade Union has got unduly excited or misunderstood the subject. Canada and Marine World is of the opinion that the Trade and Commerce Department has done nothing in



Railway Development, Projected Lines, Surveys, Construction Betu

The Bras d'Or Coal Co. has been incorporated under the Dominion Companies Act to carry on coal mining operations, and to own and operate railways, switches, wharves, docks, etc. The company's authorized capital is \$45,000, and its office is in Montreal. The provisional directors are: H. A. Leyvelt, K.C.; G. W. Cole, N. Scheach, and P. F. Brown, all of Montreal.

Burrard Inlet Tunnel and Bridge Co. —At a meeting of directors in North Vancouver, July 9, it was reported that everything was being done to keep matters in such a condition that as soon as a favorable opportunity arrived for financing construction, advantage might be taken of it. The annual meeting of the shareholders—who represent various municipalities—will be held Sept. 4. (July, pg. 51.)

The directors have sent a letter to all the cities and municipalities which hold stock in the company asking them to ascertain from their solicitors whether it would be legal to rescind a resolution passed by the directors in Feb., 1915, by which a contract for the construction of the Second Narrows bridge was let to C. A. P. Turner and the Western Foundation Co.

Edmonton, Dunvegan & British Columbia Ry.—A press report states that the general contract for the 54 mile extension of the main line from Spirit River to the B.C. Block, Alta., has been let to McPherson & Quigley, Edmonton, who have let subcontracts to W. T. Craig, G. Webster, T. Timothy, F. V. Riley and A. McGregor. The general contractors will do part of the grading themselves. This mileage is expected to be completed this year. (July, pg. 281.)

We are officially advised that a subsidiary contract has been entered into between the Railway Department and the Company for the construction of a branch line from near Spirit River to and through the Grande Prairie district, Alta., not to exceed 60 miles. Track laying was completed on this branch Mar. 29, and ballasting and finishing up work is nearly done.

The Grand Trunk Ry. started July 1 relaying sections of the line between Toronto and Hamilton with new 100 lb. steel rails. The gangs are working from the Hamilton end.

We are advised that nothing will be done at present regarding the erection of new coal chutes at London, Ont. A press report states that the company contemplates carrying out some extensive improvements at its Detroit, Mich., freight terminals. The plans are

extension of the company's Abbotsford line, and is being built to secure better connections between sections of the company's lines. (July, pg. 281.)

Intercolonial Ry.—In connection with the new terminal railway under construction at Halifax, N.S., a new traffic bridge has been constructed over the cut where it crosses South St. It is a timber structure, and will remain in use until the permanent concrete structure has been erected. Satisfactory progress is reported to have been made on other parts of this line.

Tenders will be received to Aug. 7 for the construction and erection of a passenger station at Halifax, N.S., as part of the Halifax ocean terminals.

The flour shed at Smythe, St. John, N.R., was destroyed by fire, the loss being estimated at \$10,000. It is reported that the shed will be rebuilt at an early date. (July, pg. 281.)

Kettle Valley Lines.—The section of the line through to Hope, B.C., where a junction is effected across the Fraser River with the C.P.R. transcontinental line, has been completed, and a through train service was put in operation July 31 by the C.P.R., which has leased the line, extending from Midway to Hope, with a number of branches, one running into Republic, Wash., the others serving Grand Forks and Merritt, by the latter of which connection is made with the C.P.R. at Spence's Bridge. By a joint arrangement with the Vancouver, Victoria & Eastern Ry. (Great Northern) that company's tracks are operated over through Princeton to the Coquihalla summit, and the V.V. & E. Ry. operates over the K.V. Lines' tracks, down the valley to Hope. About the last piece of construction completed on the line was the bridge at Ladner Creek, 20 miles west of the Coquihalla summit, and 38 miles east of Hope. It is about 600 ft. long, and the rail level is 230 ft. above water level. (June, pg. 223.)

Michigan Central Rd.—With reference to press reports as to a probable removal of the company's terminals from Court Street to Sarnia, mentioned in our last issue, we are officially advised that there is no intention to make any such change. Respecting the bridge work being done at Bear Creek, we are officially advised that the company is taking out an old truss span structure at mileage 1.25 on the Petrolia Branch, and replacing it with steel girders on concrete piers. The work is being done by the company's own forces, and will not cost anything like the \$60,000 which, according to the report, was the estimated cost. (July, pg. 281.)

near the Horse Lake are three large bridges. The Deep Creek. The 1,500 men to carry for the year, viz., 1 and track laying fire net, 185 miles. (July, pg. 281.)

The North Vancouver July 12 decided to re Y at Chesterfield Ave for 5 years, from 1916 to 1921, former lease expiring in 1915. Representative stated to establish a car fee between North Vancouver and Quebec Bridge.—1 Sept. 26 is the day as to position of the ends of the north and south of the bridge across the River at Quebec. The on specially constructed be floated into position, reaching the bridge. The operation of the position is expected hour. The operation difficult one, but with of the present one, where there is such St. Lawrence is almost delicacy and of one man to do the exact time may the job, and its position is expected tidal condition (July, pg. 282.)

A press report, J work was temporarily structure owing to the cables supporting a on the south side had not been confirmed.

A Montreal press the St. Lawrence Bridge company of the Dominion of the Canadian Bridge the construction of the running nearly a year time on the work, which this year. In this respect, the company is amount of money in head expenses. It is able to redeem the the Government on the cure a year's interest Bridge's share of the will run between \$2, 000, as against the slightly over \$1,000, company will be dis sion of the work, w

August
1916

of 900 ft. The V. V. & E. R. runs over the sta
re K.V.R.'s Coquihalla Valley section to for
a- Hope, and then over the C.N.P.R. to a
l- connection with another Great Northern A
re Ry. line near the Fraser River bridge, to
opposite New Westminster. The opening ho
of this piece of line gives the company a de
of through route from Republic, Wash., to
at Vancouver.

il- The work being done in the vicinity of
to Coquitlam, B.C., to cut out an objection-
at able bend on the line into Vancouver is
on reported to be progressing favorably. In
as, connection with this work the Board of
aid Railway Commissioners has ordered the
or, company to build a steel bridge on con-
the crete abutments, capable of carrying a
at double-track line for the B. C. Electric
or- Ry., across the line at the North Road,
the through which the new track is cut. The
he gravel and other material obtained in this
et- area is being used for filling at False
Creek. (Oct. pg. 400.)

Greater Winnipeg Water District Ry.— b
Tenders are under consideration for li

November 1916

erly in Argenteuil County.

Great Northern Ry.—Application is being made to the Dominion Parliament by the Vancouver, Victoria & Eastern Ry. & Navigation Co., a British Columbia subsidiary of the G.N.R., for an act confirming an agreement with the Canadian Northern Pacific Ry. for the joint use of the V.V. & E.R. & N. Co.'s tracks between New Westminster and Vancouver, and for the ratification of a second agreement with the same company for the joint use of the C.N.P.R. tracks between Hope and Sumas Landing, B.C.

The line which the V.V. & E.R. & N. Co. put in operation recently between Sumas Landing and Connor, B.C., is 9.32 miles long. Of this 8.19 miles was built in 1912-13, and the remaining 1.13 miles was completed in 1916.

Plans have been filed with the Vancouver City Council for the proposed freight sheds at False Creek. These show buildings of brick and timber construction with a 2 storey office building 40x100 ft. facing on Port Lane. A cold storage plant will be located at one end of the shed. The total estimated cost of the buildings is said to be about \$125,000.

It was expected that the station build-

JANUARY 1917
P19

train service is being operated from Uban through Battleford to Carruthers, 104 miles. (Nov., 1916, pg. 447.)

Great Northern Ry.—Considerable progress has been made with the long cut from the Burnaby border through the North Road to the G.N.R. tracks on Brunette Creek. The cutting is about 1,400 ft. long, and averages 50 ft. in depth, and will be wide enough to permit of the laying of a double track to conform with the rest of the line into Vancouver. Two 16

February
1917

FEBRUARY, 1917.]

CANADA

car trains are run daily between the cutting to the False Creek terminals, where the material taken out is used for filling. The cut is expected to be completed in April, when a concrete and steel bridge will be erected across the North Road. The contractors are A. Guthrie & Co., Vancouver.

The Vancouver City Council has issued a permit for the erection of the proposed freight sheds on the False Creek terminal site, the work to be carried out by Grant Smith & MacDonnell, under the supervision of F. L. Townley, the company's architect. (Jan., pg. 19.)

February 1917

MARCH, 1917.]

CANADIAN

Great Northern Ry.—It is expected that the new station at the False Creek flats, Vancouver, will be completed and ready for occupancy in May.

The locomotive house under construction will have accommodation for 10 locomotives, and the building is so arranged that accommodation for an additional locomotive can be added. In connection with this building a repair shop is being built. (Feb., pg. 50.)

Intercolonial Ry.—The Minister of Railways stated in the House of Com-

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March
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MARCH, 1917.]

CANADI

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Intercolonial Ry.—The Minister of

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terminus, and Andover, 26 miles. (Feb., pg. 51.)

Saskatchewan.—Replying to questions in the Saskatchewan Legislature, Feb. 7, the Premier said that "The government had no assurance that any of the railway companies will proceed with new construction work this year. It is likely a short mileage of rails will be laid where grade already exists, and it is possible some new grading will be undertaken" during the forthcoming summer season.

Toronto Industrial Sidings.—Track

railway. (April, pg. 136.)

Great Northern Ry.—The main work of construction of the station building on the False Creek flats, Vancouver, B.C., has been completed, and good progress is being made on the completion of the interior. It is expected that the building will be ready for occupation by the G. N. Ry., and the Northern Pacific Ry. staffs by June 1. Work on the freight sheds is rapidly approaching completion, and the erection of the other terminal facilities will be put in hand at once. (April, pg. 136.)

Grenville, Harrington and Northern Ry.—The route of this projected railway

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to land, Me.
to **Great Northern Ry.**—The Board of
on Railway Commissioners has authorized
to the opening for traffic of the line from a
oba connection with the main line at Grand
son View cut to the station near Main St.,
any Vancouver, mileage 155.32 to 156.56. This
fice is the piece of line built to give connection
ital with the new terminal station on False
nds Creek flats, used jointly by the G.N.R.
ec- and the Northern Pacific Ry. (July, pg.
art, 273.)
ad,

Hudson Bay Ry.—The House of Com-
mons. on July 13. voted \$3,000,000.

August 1917
P306

pg. 393.)

Great Northern Ry.—Traffic on the company's line into Vancouver was held up recently owing to the sinking of 350 ft. of track east of Ardley. There is a big sink hole at this place which has given considerable trouble since the line was built. A temporary line has been built so that traffic may be carried on and a large gang of men is endeavoring to fill the hole permanently. (Sept., pg. 350.)

Greater Winnipeg Water District.—At

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November 1917

(Jan., pg. 12).

Great Northern Ry.—The old frame building on Pender St., Vancouver, B.C., formerly used by the G. N. R. as a passenger station, and which has been closed since the opening of the new building on False Creek, is to be renovated and refitted for a stores building.

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1918

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Canadian National Rys. Operating over Great Northern Ry. — The following questions were asked in the House of Commons recently by W. J. McQuarrie, New Westminster, B.C., and answered by Hon. J. A. Robb, for the Minister of Railways:— Q. "Under what arrangement are the Canadian National Rys. operating over Great Northern Ry. tracks between New Westminster and Vancouver?" A. "The arrangement is by running rights over the Great Northern tracks between the north end of the bridge over the Fraser River, at New Westminster, and the Canadian National property at False Creek, Vancouver." Q. "Is it proposed that such arrangements shall be permanent, or are steps being taken to provide the Canadian National with its own right of way into Vancouver?" A. No decision has been reached as to this by the management."

British Columbia for Board of Rail

P240 MAY 1924

Consolidation of Canadian Pacific and Great Northern Lines.

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A Seattle, Wash., press dispatch stated recently that the Great Northern Ry., U.S.A., had decided to make surveys in Laurier, Cascade, Grand Forks and Midway, B.C., with a view to consolidating some of its lines with Canadian Pacific ones, that the Great Northern would discontinue a branch between Cascade and Grand Forks by making a connection with the Canadian Pacific, and that the Canadian Pacific would abandon a line over the Eholt grade between Midway and Grand Forks by using the Great Northern's Kettle valley branch. Another press report said: "A demonstration of voluntary co-operation for the purpose of eliminating unnecessary duplication of facilities has been made by the Great Northern and Canadian Pacific in British Columbia. Certain portions of the lines of each have been abandoned, and a joint-track arrangement made effective. In one case a 15-mile parallel was cut out. This agreement is expected to effect a considerable saving to both roads."

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Great Northern Railway Rolling Stock,
—The First National Bank of the City
of New York has given notice that on
Sept. 10, in accordance with the Railway
Act, 1919, sec. 146, there was deposited
with the Secretary of State for Canada,
a lease dated Sept. 1, from the bank as
trustee, under the Great Northern
Equipment Co. trust agreement, Sept. 1,
to the Great Northern Ry., leasing 27
coal burning mikado locomotives, 1 coal
burning Pacific locomotive, 1 oil burning
Pacific locomotive, 200 36-ft. stock cars,
554 80,000-lb. box cars, 100 50-ft. 100,000-
lb. steel underframe automobile cars, 100
42-ft. 80,000-lb. logging flat cars, 25 25-
ft. steel underframe caboose cars, 250
36-ft. stock cars, 50 express refrigerator
cars; 800 36-ft. stock cars, 750 40-ft. 80,-
000 lb. box cars, 4 Vanderbilt 12,000-gall.
tenders, 1 35-ton oil burning locomotive
crane, 1 30-ton oil burning locomotive
crane, 10 steel dining cars, 250 21-ft.
5 1/2-in. 75-ton steel center dumping cars.

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October 1924

Construction, Betterments, Etc.

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New Westminster Bridge.—The following question was asked in the British Columbia Legislature recently: "In view of the alleged congestion of traffic on the New Westminster bridge over the Fraser River, and in view of the fact that there is an agitation for another traffic bridge to relieve said congestion, has the Government made any investigation or considered the question of making the Canadian Pacific Ry. bridge at Mission City into a combined traffic and railway bridge." The Minister of Public Works replied that the Government had not considered the construction of another bridge and had no jurisdiction over the C.P.R. bridge at Mission City. The combined railway and general traffic bridge over the Fraser River at New Westminster was built about 20 years ago by the B.C. Government. The railway rights over the bridge were leased to the Great Northern Ry., and the bridge is also used by the Canadian National Ry. to obtain an entrance to Vancouver.

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January 1926

Great Northern Ry. is operating a gas electric self propelled car built by Electro-Motive Co., Cleveland, between Marcus, Wash., and Nelson, B.C. It is 59 ft. 7 in. long over coupler faces, 57 $\frac{1}{3}$ ft. long over framing, 9 ft. 9 $\frac{5}{8}$ in. wide, and the distance between truck centers is 40 ft. 10 in. Truck wheel base is 6 $\frac{1}{2}$ ft., and total wheel base 47 $\frac{1}{3}$ ft. The rolled steel wheels are 33 in. diam., and journals are 4 $\frac{1}{4}$ x 8 in. Each end is equipped with a Priest snow flanger. The underframe is of steel, and bolsters are of built-up type. It is equipped with Westinghouse air brakes, with 12 in. brake cylinder; spring draft gear; G. E. Co. C.P.-127-A air compressor; 6-cylinder gasoline engine with cylinders 7 in.

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THE WORLD

January, 1926

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diam. x 8 in. stroke, developing 175 h.p.
at 1,000 r.p.m.; 110 k.w. 700 v. 1,000
r.p.m. generator; G.E. 240-A 600 v.
motors; 150 gall. gasoline tank; 2 high
tension magnetos for ignition, and 32 v.
120 amp. hr. storage battery. Gear ratio
is 16:59. This car operates from Marcus
to Nelson, 99.04 miles, as train 260, leav-
ing Marcus at 1.25 p.m. and arriving at
Nelson at 6.30 p.m.; and from Nelson to
Marcus as train 259, leaving Nelson at
7.25 a.m., and arriving at Marcus at
12.25 p.m.

January 1926

Great Northern Ry. Hotels for Canada.
—A New York press despatch of March 4, credited Ralph Budd, President, G.N.R., St. Paul, Minn., with having stated that the company will extend its chain of hotels in the Glacier National Park to embrace the Canadian territory north of the international boundary, and will this summer erect a \$1,000,000 structure capable of accommodating 500 guests in Waterton Park, Alta. A Lethbridge, Alta., press dispatch of March 9 stated that the projected hotel will be built

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April 1926
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Canada Steamship Lines' Purchase of Great Lakes Transportation Co., Geo. Hall Coal & Shipping Corporation, Etc.

Canadian Railway and Marine World for March contained a very complete summary of the various reports current during February, in regard to an impending merger between Canada Steamship Lines Ltd., Great Lakes Transportation Co., and Geo. Hall Coal & Shipping Corporation, and the denials by several of the interested parties that any deal was pending, and it then remarked that up to the time of writing it had been unable to obtain any definite information on the matter, but that its enquiries, from well informed sources, led it to believe that negotiations were going on, not probably for a merger, but for a purchase, by Canada Steamship Lines, of the Great Lakes Transportation Co.'s fleet and the Geo. Hall Coal & Shipping Corporation's fleet, but that they had not reached such a stage that their conclusion was assured, or that any particulars could be announced. The correctness of our forecast was shown on March 10, when W. H. Coverdale, President, Canada Steamship Lines, gave an inter-

a considerable number of lake steamships. In 1925 it built the Glencagles, 13,168 tons, with capacity of 400,000 bush. of wheat, for Great Lakes Transportation Co., and, as stated above, is now building a still larger one for the same company. D. L. White is President; D. S. Pratt, Vice President; James Wilkinson, Manager; and T. C. Luke, Secretary-Treasurer. James Playfair is largely interested in it.

Mr. Playfair secured control of the Geo. Hall Coal & Shipping Corporation in Feb. 1925, and became its President; J. A. Richardson, Winnipeg, and F. A. Augsbury, President, Geo. Hall Corporation, Ogdensburg, N.Y., being Vice Presidents. Prior to that the Corporation had 13 freight steamships, and Mr. Playfair added 17 to the fleet by amalgamating with it Glen Line Ltd. with 9 ships, and Glen Steamships Ltd. with 6, also transferring 2 ships from Great Lakes Transportation Co. Since then the Corporation has had 3 ships built at Collingwood, Ont., making its total fleet 33. It has a 99 years' lease

adjacent to the international highway, about 10 miles north of the international boundary line, at the south end of Waterton Lake, about 70 miles from the Great Northern Ry. line, that a site of 10 acres has been acquired, that the Dominion Interior Department has approved of the project, that the building will be of logs, built in the Swiss chalet style, provision being made for additional wings to be added at a later date, and that the hotel will be erected by the Glacier Park Hotel Co., a subsidiary of the G.N.Ry. Co., which already owns 4 hotels in the Glacier Park area south of the international boundary. A further press dispatch from Lethbridge, March 12, discussed the question of how far the Canadian National Ry. is going to co-operate in the project, and suggested the possibility of the construction of a railway from Calgary, through the Lethbridge irrigated area to the Waterton Lakes Park, a survey party having recently started out from Macleod, Alta. The C.N.R. has a charter for building a line from Calgary, which would provide such a connection.

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1

ined in after the new spans have been erected.

Great Northern Ry.—Officials of the G.N.R., the British Columbia Electric Ry., Vancouver City Council and Harbor Commission discussed recently the elimination of the level crossing on Venables St., Vancouver, which is before the Board of Railway Commissioners: J. H. Shinnick of the Board's operating staff was present. It was pointed out that if the question of the apportionment of the costs of the work could be arranged the city would be able to submit a bylaw to provide for the city's share to a vote before the end of the year.

Hudson Bay Ry.—We are advised

September 1926

p 468

The Great Northern built a line from the international boundary, to which point its branch from Neeche, N.D., was extended to Portage la Prairie, Man., 77.01 miles, the line being opened for traffic March 11, 1908. Terminal facilities were provided at Portage la Prairie by the Grand Trunk Pacific Ry., under agreement confirmed by the Dominion Parliament in May 1909. The Midland Ry. Co. of Manitoba also built a line from the international boundary north of Walkhalla, N.D., to Morden, Man., 15.54 miles, which was opened for traffic at the end of 1908. In Oct. 1909 these two lines were acquired from the Midland Ry. of Manitoba by the Manitoba Great Northern Ry. Co., which had been incorporated that year by the Manitoba Legislature. Under the Brandon, Saskatchewan and Hudson Bay Ry. Co.'s charter the Great Northern Ry. also built a line to Brandon, Man., 79.88 miles, as an extension of its branch from Church's Ferry, N.D., to the international boundary.

In connection with the closing down and proposed abandonment of a portion of the Great Northern line from the international boundary to Portage la Prairie, we are advised officially that the Grand Trunk Pacific Ry., at the time of its construction, had no direct route to the east, and it was expected there would be a considerable flow of grain from its territory to United States lake ports. While the line to Portage la Prairie did a fair amount of business for the first year or two, it never paid, and for the past 10 years has not only failed to pay any return on investment, but also operating expenses. Negotiations were carried on with the Canadian National and Canadian Pacific Rys. during the past two or three years for one or the other of those roads to take over the branch and continue to operate it. Neither of those roads, however, felt that there was sufficient business on the line as a whole to justify operating it, but the Canadian Pacific undertook to take over and operate the portion between Carman and Plum Coulee, Man., 25 miles. After giving the usual notices, the Manitoba Great Northern Ry. tariffs to stations north of Carman to and including Portage la Prairie were cancelled as from July 1, and tariffs to stations north of Plum Coulee to and including Carman were cancelled as from Aug. 10. In the meantime the C.P.R. had built connections

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Great Northern Railway Line Abandonment in Manitoba.

In 1901 the Province of Manitoba took over from the Northern Pacific Ry. its lines in Manitoba, which were being operated as the Northern Pacific and Manitoba Ry., together with several charters for the construction of other lines, and leased them for 999 years to the Canadian Northern Ry. Co., a confirmatory act being passed by the Dominion Parliament. In 1903 the Manitoba Legislature incorporated the Midland Ry. Co. of Manitoba, with C. S. Mellin, then President, Northern Pacific Ry., as its principal incorporator, and also incorporated the Manitoba Central Ry. Co., in which Northern Pacific Rd. interests were represented, both companies being authorized to build railways in the province. The Manitoba Central Ry. Co. did not do any construction, but the Midland Ry. Co. of Manitoba provided terminals in Winnipeg and built short lines connecting with Canadian Pacific and Canadian Northern lines, connection of its terminals with outside points being obtained by running rights over the former Northern Pacific line from Winnipeg to Emerson. These terminals and connecting lines, 6.40 miles, are owned jointly by the Northern Pacific Ry. and the Great Northern Ry. Under the Midland Ry. Co. of Manitoba's charter the Great Northern built a line from the international boundary, to which point its branch from Neche, N.D., was extended to Portage la Prairie, Man., 77.01 miles, the line being opened for traffic March 11, 1908. Terminal facilities were provided at Portage la Prairie by the Grand Trunk Pacific Ry., under agreement confirmed by the Dominion Parliament in May 1909. The Midland Ry. Co. of Manitoba also built a line from the international boundary north of Walhalla, N.D., to Morden, Man., 15.54 miles, which was opened for traffic at the end of 1908. In Oct. 1909 these two lines were acquired from the Midland Ry. of Manitoba by the Manitoba Great Northern Ry. Co., which had been incorporated that year by the Manitoba Legislature. Under the Brandon, Saskatchewan and Hudson Bay Ry. Co.'s charter the Great Northern Ry. also built a line to Brandon, Man., 79.88 miles, as an extension of its branch from Church's Ferry, N.D., to the international boundary.

In connection with the closing down and proposed abandonment of a portion of the Great Northern line from the international boundary to Portage la Prairie, we are advised officially that the Grand Trunk Pacific Ry., at the time of its construction, had no direct route to the east, and it was expected there would be a considerable flow of grain from its territory to United States lake ports. While the line to Portage la Prairie did a fair amount of business for the first year or two, it never paid, and for the past 10 years has not only failed to pay any return on investment, but also operating expenses. Negotiations were carried on with the Canadian National and Canadian Pacific Rys. during the past two or three years for one or the other of those roads to take over the branch and continue to operate it. Neither of those roads, however, felt that there was sufficient business on the line as a whole to justify operating it, but the Canadian Pacific undertook to take over and operate the portion between Carman and Plum Coulee, Man., 25 miles. After giving the usual notices, the Manitoba Great Northern Ry. tariffs to stations north of Carman to and including Portage la Prairie were cancelled as from July 1, and tariffs to stations north of Plum Coulee to and including Carman were cancelled as from Aug. 10. In the meantime the C.P.R. had built connections

with its tracks at Carman and Plum Coulee and has been operating the intervening mileage as an extension of its Elm Creek-Barnsley-Carman branch. The Manitoba Great Northern Ry. from the international boundary at West Gretna, to Plum Coulee, 17 miles, is still being operated. The rails on the track between Carman and Portage la Prairie were sold to the Canadian Pacific and the removing of them was started, but was stopped almost immediately upon an order from the officer administering the Manitoba Public Utilities Act, pending the hearing of an application to prevent the track being taken up at all. At this hearing, on Sept. 1, objection was taken to the jurisdiction of the commissioner under the Public Utilities Act, and it was decided to have the matter argued at a later date. Some evidence was taken at the hearing, as a result of which the Canadian Pacific offered voluntarily to maintain a service for the removal of this season's grain on the portion of the line from Dunn, 7 miles south of Portage la Prairie, to south of Magnus, where connection is made with its Glenboro Subdivision, a little west of Elm Creek.

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Great Northern Ry. Branch Transferred.—A Winnipeg press dispatch says that the Great Northern Ry. having contemplated discontinuing service between Carman and Plum Coulee, Man., the Canadian Pacific Ry. has secured that piece of line, and on Aug. 10 extended its Winnipeg-Carman train service through to Plum Coulee via Roland. The section referred to is a portion of the G.N.R. line from Neche, N.D., to Portage La Prairie, Man., which is 78.2 miles long, Plum Coulee being 17.3 miles from Neche, and Carman 42.2 miles from Neche.

September 1926

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Great Northern Ry.—The project for the elimination of the Great Northern-British Columbia Electric Ry. level crossing on Venables St., Vancouver, B.C., has been discussed further by the city council. The plans under consideration would necessitate the expenditure of approximately \$50,000 exclusive of road repairs and paving track allowance, etc., towards which the B.C. Electric Ry. has promised to contribute \$12,500; the Great Northern

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for which sea water will be pumped by an electrically driven centrifugal pump.

Great Northern Ry.—Plans were submitted by the management to the Surrey Council, for a proposed new bridge across the Serpentine River, near Cloverdale, B.C., about 31 miles from Vancouver on the line via Abbotsford to Sumas, Wash. The plans showed a bridge with a removable span, to be operated by a crane, instead of the existing swing span. A protest by the council's officials having been reported to have been ignored, and construction being proceeded with, the council passed a resolution authorizing the Reeve to take any steps necessary to

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protect the public's rights, as it was
considered that the proposed span would
not be an effective substitute for the
swing span.

Montreal Underground Terminal Co.—

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Railway Projects, Surveys, Construction, Betterments, Etc.

Abbotsford Lumber Co. is reported to have engineers making surveys for a logging railway from its timber limits on the Sumas Mountain near Abbotsford, B.C., to a connection with the Great Northern Ry. at Kilgard. The G.N.R. line in question extends from Vancouver to Abbotsford, 57 miles, and then goes on to Sumas, Wash., 3 miles, a branch running from Abbotsford to Kilgard, 5 miles.

Great Northern Ry.—On application by the British Columbia Government, the Board of Railway Commissioners approved recently of plans for the construction of a subway under the Great Northern Ry. tracks on Yale Road, Abbotsford. The province is to pay for the construction of the subway and the railway is to maintain it. (Press report.)

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Railway Projects,

Great Northern Ry.—J. M. Doyle, Superintendent, Spokane, Wash., visited Grand Forks, B.C., recently in connection with the project for the removal of the station with its telegraph and express facilities from its present site in Columbia for about a mile nearer the city's business center. The suggestion is that while the station will be removed the tracks will not be moved, but a motor bus will be operated between the station and the trains. The city council and the board of trade were asked to endorse the proposal. (Press report).

Vancouver City Council has been advised by the company's engineering staff that under the agreement with the city the railway is not called upon to build any new bridges on its entrance to the False Creek terminals until existing structures are condemned. Residents of Ward 7 have been asking for a new bridge at Nanaimo St., and they now propose to ask the city council to take steps to have the present bridge condemned. (Press report).

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Railway Projects,

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<p>the was rel- er, an, ive ted .C., ted Car ted</p>	<p>the rebuilding of bridge 122, Victoria and division, over Waterloo Creek, B.C. Great Northern Ry.—Negotiations be- tween Vancouver City Council and the company for a lease of the railway's prop- erty on the south side of Pender St., be- tween Columbia and Carrall Streets, for market purposes, have fallen through, the city objecting to taking a lease terminable on 90 days' notice. (Press report). Kettle Valley Ry.—The Board of Rail- way Commissioners has passed orders authorizing the rebuilding of bridges 21.7.</p>	<p>dial wer defi the 193 stat one of acti The kne the tha</p>
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November 1929

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