

ESQUIMALT
AND
NANAIMO
RAILWAY

Esquimalt and Nanaimo Ry.—The terminal facilities in Victoria, B.C., are entirely inadequate for the business being handled, and the question of an extension is understood to be under consideration. The Soughees' reserve is the area into which the extensions are planned, and the Government is being asked to open it up. Plans for improved station buildings and terminals were prepared by J. Hunter, Chief Engineer of the E. and N. Ry., before it was taken over by the C.P.R., and it is stated that these will be utilized. The plans provide high level trackage for passengers and express traffic and a low level for freight. (Jan., pg. 19.)

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February 1907

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the site of an hotel. Press reports state that the company is prepared to erect an hotel there at an early date.

Esquimalt and Nanaimo Ry. Among the improvements being made upon this line is a diversion near Goldstream, the work being included in the appropriations for the year. It is intended to make a permanent line around the present trestle bridges at Waugh Creek and Goldstream, doing away with these altogether, and cross Goldstream with three steel spans, 100 ft., 80 ft. and 60 ft. respectively, on masonry abutments. The cost exclusive of the steel span is estimated at \$40,000, and the contractors are Maedonell and Gzowski, Vancouver, B.C.

A survey party has been put in the field under H. Carry, to survey a route for a projected line from Duncan's to the foot of Cowichan Lake. Should a satisfactory line be located between these points it would prove a shorter route to Alberni and Clayoquot Sound than the proposed extension from Nanaimo.

Minneapolis, St. Paul and Sault Ste. Marie

July 1907

can be obtained for an extension of the line with the Midway-Vernon line.

* **Esquimalt and Nanaimo Ry.**—An act will be applied for next session of the Dominion Parliament extending the time within which it may commence and complete the railway and branches as follows: An extension of the main line to Comox, B.C., from Comox to a point near Campbell River; from near Duncans to Alberni, via Cowichan Valley; from near Englishman's River to the Alberni River; from near Comox, via Cumberland, southwesterly to the Alberni Canal.

H. E. Beasley, assistant to R. Marpole, General Executive Assistant, is engaged in securing the right-of-way for the extension of the line from Wellington to Nanoose. It is expected that the work of clearing the right-of-way will be started at an early date.

St. Paul and Sault Ste. Marie

November 1907

have been in Middleton, Jan. 12, looking over possible sites. (Dec., 1918, pg. 541).

Esquimalt and Nanaimo Ry.—Victoria, B.C., ratepayers, by a vote of 2,986 to 445, carried a bylaw recently to raise \$420,000 to build a railway and general traffic bridge across Victoria Harbor at Johnson St., and provide the approaches. Negotiations for building this bridge have been carried on for several years. The E. and N.R. built a bridge across the harbor for its traffic, in connection with which there was some understanding with the city respecting the future erection of a traffic bridge there. When, about three years ago, the company proposed to replace the bridge by a heavier one, for the increased traffic, the city took up the question of carrying out the old understanding. As the result of lengthened negotiations an agreement was signed Dec. 27, 1919, by the Mayor of Victoria and R. Marpole, Vice President, E. and N.R., and a supplementary agreement was entered into on the same date between the city and the B.C. Government with respect to the bridge. The bylaw contains these agreements in full. The agreement between the city and the company, provides for a joint application to the Board of Railway Commissioners for approval of the agreement and for the construction of a railway and general traffic bridge from the foot of Johnson St., to the Songhees Reserve, with approaches. The bridge is to have a clear width of 20 ft., and is to be provided with a single track railway line on the north side, and is to be built of steel on pier of concrete or masonry or both. Plans for the bridge are annexed to the agreement, but the city may sub-

W. Marpole 1920

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Construction, Betterments, Etc.

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stitute truss span construction for plate girder construction, and place the bascule pier on the west side of the harbor channel instead of the east side. The city is to provide at its own expense the approaches to the highway portion of the bridge, and may permit street car or railway traffic on its portion of the bridge, subject to restrictions as to loading. The ties and rails for the present single track railway are to be furnished and laid by the E. and N.R. The agreement also provides for the payment of the cost of the maintenance of the bridge, and for various matters incidental to its construction. The company undertakes to pay the city \$100,000 towards the construction of the bridge. The agreement between British Columbia and the city providing for the construction of the bridge, grants the city certain lands necessary for approaches, and also provides for the payment of \$200,000 towards the work. The estimated cost of the bridge and its approaches is \$720,000.

Application is being made to the Dominion Parliament for an act authorizing the company to build a railway from its present terminus at Courtenay, northwesterly to Duncans Bay on the east coast of Vancouver Island.

We were officially advised recently that application would be made forthwith to the Board of Railway Commissioners and the Dominion Government for the approval of the bridge plans and it is expected that tenders for the bridge will be invited by the city early in May. The plans provide for approach spans of 120 ft. each, and a single leaf bascule with one 120 ft. channel. The approximate weight of steel in the superstructure will be 2,800,000 lb., and there will be approximately 10,000 cubic yards of concrete in the piers and abutments.

The city council is reported to have approved of the city engineer's recommendations as to the type of bascule span to be adopted, and to have passed a resolution that each step in connection with the bascule be subject to the approval and inspection of the engineers of British Columbia Government, the city and the E. and N.R. (Jan., pg. 18).

Kettle Valley Ry.—The Dominion

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

Alaska—A recent report to the United States Government on the government railway from Seward to Fairbanks, Alaska, states that the work to be done to complete the line consists of the completion of the rehabilitation of the Alaska Northern Ry., including construction of snowsheds and enlarging of tunnels, and the building of a line from mile 237, ten miles north of Talkeetna, to unite 365, five miles north of Nanana Canyon. This is the only gap in the line from Seward to Fairbanks, 471 miles, with the exception of the bridge at Nenana, crossing the Nenana River, and a permanent bridge at mile 373, over the Nanana River. The dock at Anchorage also has to be built. (Nov., 1919, pg. 602).

Alberta Hudson Bay Ry.—The Alberta Legislature is being asked to extend the time within which this company may build the railway authorized by its act of incorporation. The High River and Hudson Bay Ry., which was incorporated by the Alberta Legislature some years ago, to build a railway from High River to the Alberta-Saskatchewan boundary, obtained authority in 1917 to change its name to the Alberta Hudson Bay Ry., also an extension of time for the construction of line for the railway authorized previously, and power to build a number of branch lines between High River and the International Boundary in Pincher Creek district. The people who hold this charter also hold a Saskatchewan charter in the name of the Saskatchewan Hudson Bay Co., to build a line from the Alberta-Saskatchewan boundary across Saskatchewan. They also have Dominion charters to building railways under the titles of the Calgary and Fernie Ry., and the High River, Saskatchewan and Hudson Bay Ry. (May, 1918, pg. 186, and Sept., 1919, pg. 491).

Bagotville Ry. Co.—The provisional directors named in an act passed by the Quebec Legislature recently incorporating a company with this title, are:—J. L. MacDougall, W. Murdock, H. Fitzsimons, C. Watt, B. Moses, Ottawa. Power is asked to build a railway from the Quebec and Saguenay Ry. at Nairn Falls, northerly along the Malbaic River to the Cabanie River, thence south of Lake Ha Ha, and the Mars River, or near either of them to Chicoutimi or as an alternative to follow the Mary's Road, together also branch lines.

tion has been sent the Minister of Justice at Ottawa, asking for the disallowance of the act on the ground that it was ultra vires of the legislature.

The Dolly Varden Mines Co. was given power, under the title of the Dolly Varden Mines Ry. Co. to build a railway from the mines to tidewater on Alice Arm, B.C. The Taylor Engineering Co. obtained the contract to build the line and some dispute arose over the cost of the work. When the company applied for further powers at the 1919 session of the legislature, the Taylor Engineering Co. protested and a special committee was appointed to investigate the matter. Upon the committee's report, an act was passed to enforce the terms of a settlement with the Taylor Engineering Co., which resulted in the latter obtaining control of the mines, subject to carrying out certain conditions. (Nov., 1919, pg. 602).

Dominion Atlantic Ry.—We are officially advised that tenders have been invited for the erection of a station building at Digby, N.S. It will be 2 stories high and 130 x 30 ft. The foundations and main floor will be of concrete. The floor plan provides for waiting rooms, baggage room, freight room, office, restaurant and lunch counter. The platform will be of concrete.

A press report states that the management is contemplating laying out new yards and shops, but that whether they will be at Kentville or Middleton, N.S., has not been decided. W. E. Boyd, of the C.P.R., Montreal, and M. K. McQuarrie, of the D.A.R., were reported to have been in Middleton, Jan. 12, looking over possible sites. (Dec., 1918, pg. 541).

Esquimalt and Nanaimo Ry.—Victoria, B.C., ratepayers, by a vote of 2,986 to 445, carried a bylaw recently to raise \$420,000 to build a railway and general traffic bridge across Victoria Harbor at Johnson St., and provide the approaches. Negotiations for building this bridge have been carried on for several years. The E. and N.R. built a bridge across the harbor for its traffic, in connection with which there was some understanding with the city respecting the future erection of a traffic bridge there. When, about three years ago, the company proposed to replace the bridge by a heavier one, for the increased traffic

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Kettle Valley Ry.—The Dominion Parliament is being asked to author-

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vide for paying interest on the same until it becomes due. (March, pg. 134).

Esquimalt and Nanaimo Ry.—The British Columbia Legislature has passed an act ratifying the agreement between the City of Victoria, the B.C. Government and the company, respecting the construction of a railway and general traffic bridge on Johnson St. The Lieutenant Governor on March 8, returned the bill to the legislature, recommending the substitution of an amended agreement in place of the one forming Schedule A of the original bill. The amendment desired was considered, and an amended bill was read and sent forward to the committee the same night, and the committee reported approving of the same, March 10.

A press report states that the Marine Department at Ottawa has directed an enquiry to be made to know how the proposed new bridge will affect the Dominion property on the former Songhees Indian Reserve.

A contract has been signed for the purchase of plans for the special span from Strauss Bascul Bridge Co., Chicago, Ill., and we are advised that general detail plans and specifications are being prepared for a 150 ft. single leaf combined railway and highway bridge.

Grading and other work on Lane St., in connection with the approach to the new bridge, is reported to have been started March 3, under charge of F. M. Preston, City Engineer..

There has been deposited with the Public Works Department at Ottawa, a description of the site and plans of a wharf and transfer slip proposed to be built in Nanoose Bay, Vancouver Island. (March, pg. 135).

Grand Trunk Pacific Ry.—A recent report stated that a contract was

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of timber land, where ties and other railway timber may be obtained. (April, pg. 175.)

Esquimalt & Nanaimo Ry.—The British Columbia Legislature has passed an act validating agreements made between the Victoria City Council and the Esquimalt & Nanaimo Ry., and between the Victoria City Council and the British Columbia Government, and the city's by-

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aw, passed in connection therewith, respecting the construction of the Johnston St. Bridge, Victoria, and to enable the city council to build the bridge. We are officially advised that the only change made in the bill as finally passed and the one passed originally and returned to the legislature by the Lieutenant-Governor for amendment, was in punctuation, that of the agreement forming the schedule to the bill, not being in agreement with that in the bylaw as published. (April, pg. 175.)

Great Northern Ry.—The Cawston, B.C., Board of Trade is reported to have been asked if 150 ft. of additional spur track, a cinder platform and a portable station would meet the demand for present improvements at that point. The board asked for further information respecting what was meant by a portable station. (Dec., 1919, pg. 604.)

Hudson Bay Ry.—The Minister of Railway, in reply to questions in the

April 1920

from the Canadian Northern Ry. west of
Port Arthur northerly to the English
River.

Esquimalt & Nanaimo Ry.—The plans
for the highway portion of the Johnson
St. bridge, Victoria, have been finally
approved by the E. & N.R. management,
and tenders for the substructure were
received by the City Council to Nov. 22.
The work will, it is expected, be com-
pleted in about nine months. It is said
that contracts for the steel superstruc-
ture and for the bascule span will be let
in Feb., 1921. (Nov., pg. 606.)

Essex Terminal Ry. — The Dominion
Parliament will be asked next session to
extend the time within which the com-

September 1920

ada Ry. as to the use of tracks between McLennan and Wenagami Jct., Alta.

Esquimalt & Nanaimo Ry.—Construction is reported to have been started, Dec. 2, on the substructure for the new Johnson St. bridge, Victoria, B.C. The City Engineer put in a tender for the work, amounting to \$177,376, which, it is reported, was 15% less than the lowest tender from an outside contractor, and he was given the work to do. (Dec., 1920, pg. 645.)

Essex Terminal Ry.—We are officially advised that there is no foundation for a

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January
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Ry. to or near Kenora. (Dec. 1920, pg. 645.)

Esquimalt & Nanaimo Ry.—We are officially advised that construction is being proceeded with on the branch line from near Alberni to Great Central Lake, Vancouver Island, 11 miles. The Foundation Co. of B.C., Vancouver, has the contract for the grading and bridge work. (Jan., pg. 16.)

Flinflon Mining District.—The route under survey for a railway into the Flin-

Flint District in Manitoba starts

February
1921

deck for general
1919, pg. 381.)

Esquimalt & Nanaimo Ry. — H. E. Beasley, General Superintendent, is reported to have stated that during 1920, \$90,000 was expended in filling two big trestles on the Alberni line, and \$55,000 in filling four trestles on other parts of the line; eight miles of light track between Victoria and Wellington were relaid with 80 lb. rails; a new station was built at Nanaimo at a cost of \$30,000, and additional facilities at the wharf there had cost \$20,000. The 10 mile extension to the Great Central Lake was completely graded, and the concrete footings for the bridge across the Stamp River are ready for the steel work. A number of commercial sidings and spurs were put in during the year at various points.

With regard to work for this year, Mr. Beasley is also reported to have said while estimates of the cost of work proposed to be done had not been approved, the work would probably include the laying of track on the 10 mile extension to Great Central Lake, and a good deal of filling of temporary trestle work on the whole line. A number of other betterments would probably be put in hand, but no plans for the further expansion of the line were under consideration. The revival of the lumber industry might make it desirable, however, that some expansion might be considered late on in the year.

Piles are reported to have been delivered at the site of the Johnson St. bridge, Victoria. The Dominion Government has started some blasting work near the site of the bridge, and will do some dredging nearby, but the City Engineer expects to be able to proceed with the concrete work for the bridge at the beginning of March. (Feb.; pg. 82.)

Flinflon Mining District. — The construction of a railway into the district in which the Flinflon mine is situated is

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of the C.P.R., and arrangements were said
to have been made for laying the con-
necting switches. (Aug., pg. 419.)

Esquimalt & Nanaimo Ry.—An addi-
tional gang is reported to have been put
on the piling for the substructure of the
Johnston St. bridge, Victoria, B.C., and
the last caisson has been sunk in place.
The putting in of the concrete has been
started, and it is expected to have it
completed early in November. The sub-
structure work is being done under the
City Engineer, F. M. Preston. The
Strauss bascule span superstructure is
being manufactured by the Canadian
Bridge Co., Walkerville, Ont., and will
be erected as soon as the substructure is
completed. (Aug., pg. 419.)

Grand Trunk Ry.—The C.T.R. Victoria

October 1921

possible locations are under
consideration. (Dec. 1921, pg. 646.)

Esquimalt & Nanaimo Ry.—The Dominion Parliament will be asked at its next session to extend the time within which the company may construct the line authorized to be built from its present line at Courtenay generally norther-

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January 1921

Special Lines, B.C. - 1921

ly and northeasterly to Duncan's Bay, v
on the east coast of Vancouver Island, t
B.C.

The City Engineer of Victoria, B.C.,
has invited tenders for the erection of
the balance of the superstructure of the
railway and general traffic bridge over
the harbor at Johnson St. The contract
is expected to be let early in February.
The Canadian Bridge Co., which has the
contract to construct and erect the bas-
cule span, is assembling its plant and ma-
terial, and was expected to start con-
struction work by the end of January.
The bridge is being built by the city, the
E. & N.R. Co. being a contributor to the
cost. (Jan., pg. 32.)

Grand Trunk Ry — Plans are reported

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~~VICTORIA REVIEW~~

Esquimalt & Nanaimo Ry.—Work has been started by the Canadian Bridge Co. on the erection of the falsework, and the laying of a spur line for hauling the steel for the bascule span of the Johnston St. bridge, Victoria, B.C. The putting in of the last portion of the substructure work for the approaches was reported to have been started Feb. 13. This section of the work is done by the city's men under F. M. Preston, City Engineer.

Drum Lummon Mines Railway. — A report states that it is proposed

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Railway Development, Projected Lines, Surveys, Constr

Alberta. — An Edmonton press dispatch of March 23 says the Alberta Legislature has passed bills providing \$1,000,000 for extending Alberta's northern railways 39.5 miles and \$514,416 for maintenance and betterments.

Alberta and Great Waterways Ry. — When the Alberta Government took over this railway from J. D. McArthur, the Legislature authorized the expenditure of \$2,100,000 for its completion. Up to the end of 1921, the Government had spent on this work, \$2,323,000, according to a report presented to the Legislature recently by the Minister of Railways. During 1921, 272,000 new ties were used in repair work, and about 50,000 on the new line at Deep Creek, and in new sidings; 203,000 cubic yards of ballast were spread; a new bridge was built over the Christmas River; three permanent water supplies were installed; 95 miles of

the schedule time of the passenger trains from 39½ hours to 26 h. 50 min. Of the \$1,500,000 voted for the work, there was expended \$1,475,000, which includes the betterment expenditure on the Central Canada Ry. (Dec., 1921, pg. 646.) See also under "Alberta."

Esquimalt and Nanaimo Ry. — Tenders for the construction of the superstructure of the bridge to be built by the City of Victoria, at Johnston St., were opened March 4, and it is reported that the prices offered were about \$50,000 in excess of the estimated cost of the work, which the superstructure of the bridge outside the bascule span, which is in course of erection by Canadian Bridge Co. It is said that no tender will be accepted at present, but that the Canadian Bridge Co. will fabricate the steel, and that this will be erected under the direction of the City Engineer. (Mar., pg. 124.)

April
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National Rys. (Aug., pg. 405.)

Esquimalt & Nanaimo Ry.—Grant Hall, Vice President, C.P.R., made a trip over the line recently, and looked over the terminals at Victoria. It is reported that it is proposed to lay out some additional facilities and to erect a new station buildings as soon as the new Johnson St. bridge is completed. (Aug., pg. 407.)

Kettle Valley Ry.—We are officially advised that the reconstruction of bridges on the Nicola Branch, authorized by the Board of Railway Commissioners, consists of the following:—

Bridge 14.5, a Howe truss span on concrete abutments, 164 ft. between ballast walls, is to be replaced with 2 half-deck plate girder spans, 78 ft. 1 in., center to center, on the existing abutments, and a new center pier. The pier has been built by Armstrong, Morrison & Co., Vancouver.

Bridge 18, a Howe truss span, on concrete abutments, 163 ft. 10 in., between ballast walls, built about 16 years ago, is being replaced by a 106½ ft. pony truss span, and a half deck plate girder span, 53 ft. 10 in. over all, to be erected on the existing abutments, and a new pier. The new pier has been completed by Armstrong, Morrison & Co.

The contract for the erection of the new spans had not been let when we were given the above information. (Aug., pg. 409.)

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be taken up early in 1923.

Esquimalt and Nanaimo Ry.—The first section of the new Johnson St. bridge Victoria, B.C., was put into use, Sept. 30, when a freight train was run over it for testing, and the operation of regular passenger and freight trains was begun Oct. 2. The portion in use is the highway section, temporary tracks having been laid thereon, and this section will be used exclusively by the railway until the railway section of the bridge is completed, which is expected to be in May, 1923. The old railway bridge, built by the E. and N. Ry. Co. will now be removed to enable the city, which is building the new railway and general traffic bridge, to complete the main trunnion pier which will carry the railway bascule span. The construction of this span will it is expected be started early in 1923.

Keewatin Lumber Co.—We are officially advised that in connection with the erection of its pulp mill at Kenora, Ont., the Keewatin Lumber Co. has built a spur line for about a mile from the C.P.R. yards to the site. The company, which is controlled by E. W. Backus, of Minneapolis, is building its mill under its contract with the Ontario Government respecting the English River lumber limits, and for developing the Lake of the Woods timber limits, which it has also acquired. In connection with the development of the English River limits the company is under agreement to build a railway of approximately 80 miles. We are officially advised that no construction will be done on this line this year.

Pere Marquette Ry.—We are officially

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

D. C. Coleman on Western Freight Rates.

D. C. Coleman, Vice President, Western Lines, C.P.R., was the principal speaker at the Winnipeg Rotary Club's luncheon on Feb. 8. He is reported to have stated that the whole freight rate question is one of operating costs. When the war was on the Dominion Government insisted upon an increase in railway employees' wages by the adoption of the McAdoo scale, and because of this the Board of Railway Commissioners granted an increase in freight rates. In addition, there was government control of miners' wages, and the price of coal, which next to wages is the greatest item of expense in railway operation. Now that the war is over and living costs, so far as the laboring man are concerned, are going down, there is not the same desire on the part of anyone to assist the railway companies or the mining companies to get their wages bill adjusted. So far as the farmers are concerned, it must be conceded that Western Canada

Montreal, is solicitor for the company. (July, 1918, pg. 285.)

The Roberval & Saguenay Ry. Co. is asking the Quebec Legislature for authority to build the following lines of railway to be operated by steam or electricity or both:—From Roberval, on the Quebec & Lake St. John Ry., around Lake St. John to the Peribonka River, thence southeasterly crossing the Saguenay River to the junction of the Quebec & Lake St. John Ry. and the Ha Ha Bay Ry.; a branch from the above line west of the Saguenay River southerly to Bruno on the Quebec & Lake St. John Ry.; the branch lines and sidings authorized by the Revised Statutes of 1909, article 647, par. 22, 20 miles; and all sidings and branches useful for connecting the company's lines with those of other companies, with timber limits, or navigable waters; and a branch from its line in Chicoutimi County to a junction with the

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Drum Lummon Mines Railway. — A press report states that it is proposed to build a railway, about a mile long, from the Drum Lummon mines, to the water side at Hartley Bay, B.C., where a shipping wharf will be erected. The drifts are reported to have been driven into the hill side for about 450 ft., and several veins of Copper are reported to have been cut. W. T. Reavley is Superintendent.

structure. Another view of the pier, from the water side.

Interprovincial & James Bay Ry.—
 1 Tracklaying on the extension from near
 2 Kipawa, Que., to the Quinze River Falls,
 3 with the branch from Gaboury to Ville
 4 Marie, are reported to have been com-
 5 pleted, and the ballasting and other fin-
 6 ishing up work was expected to be fin-
 7 ished by Nov. 30. A spur line is being
 8 built at the Quinze River, in connection
 9 with a power plant which is under con-
 10 struction. It is reported that plans are
 11 in preparation for the extension of the
 12 line for 32 miles to the Rouyn gold min-
 13 ing area, so that work can be started on
 14 it as soon as the Quebec Legislature
 15 passes the necessary authority and sub-
 16 sidy. (Nov., pg. 452.)

Small Prince Albert Branch.—The

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Train and Interlocking Rules be refused.

The Atlantic, Quebec and Western Railway's Financial Position.

A statement sent out by the trustees under the bankruptcy of the Charing Cross Bank, London, Eng., accompanying a third dividend, amounting to fourpence in the pound, making a total of 10%, gives some information concerning the bank's holdings in the Atlantic Quebec and Western Ry., now the only unrealized asset. The trustees of the bank hold 65% of the first mortgage bonds, and practically the whole of the second ones, the total outstanding bonded issue being \$4,598,650; as well as practically the whole of the \$2,000,000 of common stock. The first mortgage bonds are secured on the railway, rolling stock, lands, buildings and investments in the hands of the trustees for the bondholders. The trustees for the bank state that their policy of advancing money for the completion of the railway has been justified by securing for the company the cash, and land subsidies voted by the Dominion Parliament and the Quebec Legislature, and by relieving the railway of large claims which might have arisen as a result of unfulfilled contracts for construction. The trustees paid £51,597 to enable the railway to complete construction and to provide equipment, thus enabling it to claim £153,841 of cash subsidies, £51,546 of bridge subsidies and 400,000 acres of land subsidies. The land subsidies were disposed of to the Chicoutimi Estates Co. for £25,132 cash, and £180,000 of 6% bonds, of which £86,350 have been redeemed. £15,000 was also advanced the railway to enable it to meet its early operating expenses. The trustees received from the railway £89,273 for interest on bonds to Dec. 31, 1916. The operating losses from Aug. 1913 to Dec. 31, 1922, were £131,584, of which £6,517 represented the loss for 1922, and £26,592 that for 1921. The bankruptcy statement estimated the value of the rail-

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Ry., Central
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Esquimalt & Nanaimo Ry.—The Mayor of Victoria, B.C., in his report for 1922, stated that the outstanding feature of the engineering department was the completion of one unit of the Johnson St. bridge. The work had been done in a very satisfactory manner. The total cost of the bridge to the city, when the bridge is fully completed, will be \$1,130,-130. The City Engineer expected that the further work to be done by the city in connection with the railway part of the work would be completed Feb. 28, and that the Canadian Bridge Co. would then start the erection of the superstructure of the railway span.

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D. C. Coleman, President, on return-
ing to Winnipeg, at the end of January,
after conferring with the President and
other members of the C. P. R., execu-
tive said that the programme of bridge
replacement on the E. and N. R. will
be continued, that additional tracks will
be furnished to provide for the con-
stantly growing timber traffic and that
provision will be made for improve-
ments to passenger train equipment.

MARCH
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March, 1923.

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Mr. Coleman visited Vancouver Island with Grant Hall, Vice President C.P.R., shortly afterward and is reported to have stated there that the relaying of the line with heavier steel, 12 miles of which were put in during 1922, will be continued; that additional trackage will be provided at Qualicum, Hayward Jct., and Cowichan Lake; that the bridge over the Englishman River will be replaced that five other bridge structures will be rebuilt; that new water tanks will be built at Duncans and Nanoose Bay; that considerable new machinery will be installed in the Victoria shops, and that experiments will be made on one train with a new storage system of electric light, which, if successful, will be adopted for all trains. Certain additional work, including a start on terminal rearrangements at Victoria is under consideration and a decision as to what will be done will be reached later on. (Jan. pg. 8.)

The Esquimalt Terminal Ry. is involving

MARCH 1923

started in the spring.

Esquimalt and Nanaimo Ry.—A good deal of work is reported to have been completed, recently, on the terminal yards on the reserve, in Victoria, following the completion of the Johnson St. bridge. It is stated that it is not the company's intention to do anything immediately in the way of grading and laying out the area south of the tracks, but to wait for the development of business. (Dec. 1923, pg. 593.)

Fargo. N.D. to Winnipeg. Man.—A

are reported to have already sprung up. (Sept., pg. 458.)

Esquimalt and Nanaimo Ry.—We are advised, with respect to the reconstruction of bridges 113.2, 123 and 124.1, as follows:—bridge 113.2 at present consists of a 50 ft. deck plate girder span on concrete piers, with timber trestle approaches. It is being made a permanent structure by putting in an additional 50 ft. deck plate girder on either end of the present span, on abutments being built by the company's own forces. Bridge 123 was built as a wooden trestle, with a 100 ft. span. The trestle portion has now been filled in with the exception of 2 flanking spans of 50 and 60 ft. respectively, which will be built on either side of the existing span, with concrete abutments, thus making the structure permanent. The contract for the concrete work has been let to Culliton Bros. Bridge 124 consists of a timber trestle 700 ft. long, and 40 ft. high, and is being made permanent by putting in a 100 ft. deck truss span, and a 60 ft. deck plate girder span resting on concrete pier and abutments, over a stream and a logging railway, the rest of the trestle being filled in. A contract was given to Culliton Bros., Vancouver, and the work is well advanced. The steel spans are on the ground ready for erection. (Sept., pg. 458.)

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ne 236.)

Esquimalt and Nanaimo Ry.—A press report states that a contract has been let to Culliton Brothers for rebuilding 2 trestles on the line to Port Alberni, B.C., and that Watson and Co. are building a concrete arch culvert on the line just west of Ladysmith, preparatory to filling the trestle. The two trestles referred to, we were officially advised in April, are:— mile 25.2, length 346 ft., height 55 ft.; mile 30.1, length 300 ft., height 30 ft. The work near Ladysmith is being done jointly by the railway and the B. C. Government, in connection with highway improvement work. The culvert is a 14 ft. arch one, and will be 200 ft. long, extending under both the railway and the highway. The fill will take about 50,000 cu. yd., of which 35,000 will be required on the railway section. (May, pg. 236.)

Hudson Bay Ry.—A press dispatch of

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do considerable ditching along the line during the summer. (May, pg. 236.)

Algoma Central and Hudson Bay Ry.

—We are officially advised that it is expected that the summer work on the line will be rather heavier than usual. In addition to the regular tie renewals and ditching programme, it is proposed to put in 50,000 new tie plates on the southern end of the line on heavy curves, to put in a new siding at Frater station, and to build 2 section houses and 6 small houses for sectionmen. It is also proposed to fill the last open timber trestle on the line between Sault Ste. Marie and mile 80, viz., at mile 49.5, and do about 40 miles of ballasting. The painting programme started in 1923 will be continued, with the painting of all road buildings north of Franz, and water tanks along the line. Works recently completed include the construction of two 50,000 gall. water tanks, one replacing an old one at Searchmont, and the other replacing one at Ogidaki, burned in 1923.

The track revision work at mile 104, details of which were given in Canadian Railway and Marine World, Nov., 1923, pg. 519, is being proceeded with according to programme. The original contractors turned over the work to Victor Lines, of Sault Ste. Marie, who expects to have it completed by the contract date, May 1, 1925.

Algoma Eastern Ry.—We are officially

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

Abitibi Ry. and Navigation Co.—The application of G. H. Kilmer, K.C., H. H. Davis, J. S. Beatty, J. R. Kumball, and L. A. Landreau, Toronto, to the Ontario Legislature for incorporation as the Abitibi Ry. and Navigation Co., to take over the railway built by the Abitibi Transportation and Navigation Co., and to extend it to the northerly and northerly boundaries of the Abitibi Power and Paper Co.'s timber limits, was withdrawn from consideration during the recent session. (April, pg. 167.)

Alberta and Great Waterways Ry.—The Minister of Railways, answering a question in the Alberta Legislature, April 7, stated that the Government proposed to consider the matter of completing the branch line from Venice to St. Lina, during this year, and that there was a possibility that track would be laid within a year or so. It was stated that the branch had been graded some years ago at a cost of about \$400,000.

The Legislature on April 7 passed an estimate of \$544,000 on account of the maintenance and operation of the line.

Algoma Eastern Ry.—A press report states that R. Long, Sault Ste. Marie, Ont., has been given a contract for the extension of the dock at the terminus at Little Current, Manitoulin Island, Ont., at an estimated cost of \$20,000.

Burrard Inlet Tunnel and Bridge Co.—

The highway bridge is located immediately alongside the railway bridge and will also be filled, the work being undertaken jointly by the railway and the British Columbia Public Works Department. The 14 ft. concrete arch culvert will be extended under the highway bridge, making its total length 200 ft. The total fill required will be 50,000 cu. yd., of which 35,000 will be required for the railway fill.

With regard to the Great Central Lake Branch, we are advised that it will depend upon the development of the timber industry in the district whether any work will be done this year. In the event of such development, it will be necessary to lay about 6.5 miles of track. (April, pg. 167.)

The Grand Lake Ry. Co. has been incorporated by the Quebec Legislature to build a railway or tramway from the Bell River, near Amos on the National Transcontinental Ry., 433.2 miles west of Quebec, to Twenty-one Mile Bay, Grand Lake, Victoria, or to Rabbit Lake, both on the Ottawa River. Hon. George Gordon, lumber merchant, North Bay, and G. S. Fauquier, railway contractor, Ottawa, are interested in the project. (Feb., pg. 74.)

Harrison Lake, B.C.—A press report states that Thurston and Flavell, Victoria, B.C., are about to build a logging railway for about 20 miles along the

into the rock ledges in tunnels into the face of the bluffs. This is one of the most difficult parts of the project because of the presence of water and the difficulty encountered in the mining of the spoil. When the abutments are on the Canadian side and completed, the arch swinging over them will be started and the construction will be finally finished in the center of the river. It is expected that the work will be completed in November. (pg. 167.)

Montreal Central Terminal Co.—The company has withdrawn its application for a charter of its powers from consideration by the Quebec Legislature, is a result of the Dominion Parliament for the revival of its powers and for an extension of time for construction. (April, pg. 168.)

Timiskaming and Northern Ry.—Tenders were received to A. for the works, other than steel necessary to the complete construction of the roadbed, ready for the rails, and fencing, upon a branch from Cassidy to South Lorrain 17 miles. This branch, we are advised, will leave the main line 2 miles south of Cobalt, and run westerly to the South Lorrain area. The country is not a difficult one for construction, but there is a fair curvature; a maximum of 12

The highway bridge is located immediately alongside the railway bridge and will also be filled, the work being undertaken jointly by the railway and the British Columbia Public Works Department. The 14 ft. concrete arch culvert will be extended under the highway bridge, making its total length 200 ft. The total fill required will be 50,000 cu. yd., of which 35,000 will be required for the railway fill.

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The Great Lake Ry. Co. has been in-

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to have it completed by the contract date, May 1, 1925.

Algoma Eastern Ry.—We are officially advised that the timber crib work of the coal dock at Little Current, Manitoulin Island, is being replaced with concrete. The work consists of emptying the timber cribs, above water level, of the stone filling, and replacing it with concrete, this being done owing to there being decayed timber in the cribs. The work is being done by R. Lang. (May, pg. 236.)

Atlantic Coast Collieries Ltd. has been

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ng, and the filling and replacement of a number of bridges.

On the Esquimalt and Nanaimo Ry. provision has been made for the erection of three water towers, two houses for the accommodation of section forces, four additional sidings for log traffic; electrically controlled semaphores and safety gates for the new Johnson St. bridge, Victoria; the replacement of a number of bridges, and the usual programme of ballasting and rail renewal.

of Announcement as to additional branch

work in hand on the Central Canada Ry.
(April, pg. 167.)

Esquimalt and Nanaimo Ry.—We are officially advised that the following betterments are to be done this year:— heavier rails to be laid on 6 miles of track between Wellington and Parksville. Four 20,000 gall. wooden water tanks at Malahat, Ladysmith, Nanaimo and Nanoose will be renewed. Flanking spans will be placed on 2 steel bridges at miles 113.2 and 123, Victoria Subdivision, to consist of two 50-ft. plate girders at each bridge, and a 100-ft. lattice truss span will be placed at bridge 124.1, Victoria Subdivision. All these spans will be procured from the Canadian Pacific Ry. The trestles approaching these three bridges will be filled. On the Port Alberni Subdivision, two trestles will be renewed in wood, viz: at mile 25.2, length 346 ft., height, 55 ft.; at mile 30.1, length 300 ft., height 30 ft. On Victoria Subdivision at mile 59.3, a bridge 400 ft. long and 50 ft. high will be filled, and a 14 ft. concrete arch culvert installed.

June, 1924

CANADIAN RAILWAY AND MARINE WORLD

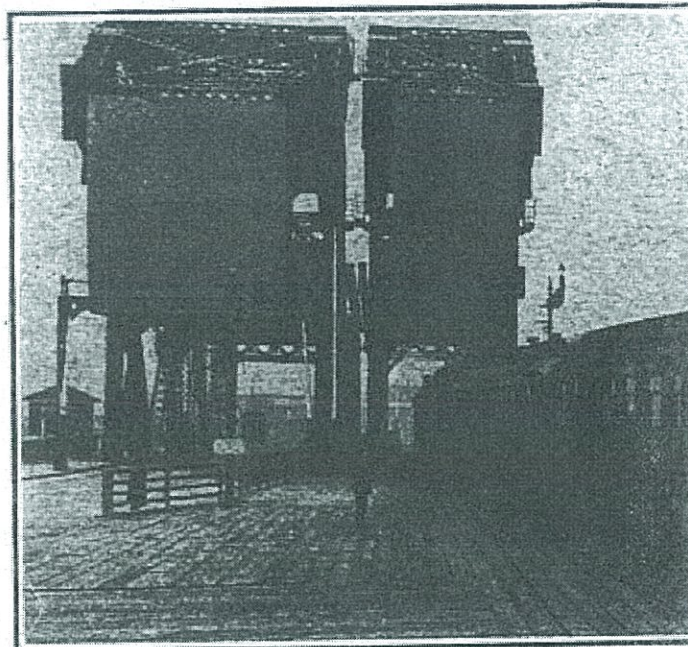
Railway and Highway Bridges at Victoria, B.C.

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The new railway and highway bridges at Johnson St., Victoria, B.C., completed recently, at a total cost of \$918,000, by the city, were under construction for over three years, and mark an important stage of the development of the Soughees Indian Reserve and other industrial areas of Victoria West and Victoria City. The original bridge was entirely a railway structure, built and owned by the Esquimalt and Nanaimo Ry., but with the development of the port's business, and of the industrial area round the harbor, brought about by the opening of the Soughees Indian reserve some years ago, the necessity for a bridge for general traffic purposes became apparent. After somewhat protracted negotiations an arrangement was made between the city council and the Canadian Pacific Ry., which had acquired the Esquimalt and Nanaimo Ry., for the building of bridges for both railway and general traffic purposes. The C.P.R. gave \$100,000, that being the estimated cost of a new railway bridge for the E. and N. Ry., and the British Columbia Government gave \$200,000, the city providing the balance. The necessary bylaw was approved by the city voters and by the Legislature in 1920, and arrangements were made for going on with construction. The substructure was put in by the City Engineers Department at a cost of \$206,086, some 10,000 cubic yards of material being used, and a contract was let to Canadian Bridge Co., for the superstructure, the Bascule span being built under the Strauss Bascule Bridge Co's direc-

4% gradient from that point. The highway portion of the bridge provides an 8-ft. sidewalk, and a 30-ft. roadway, with double tracks for electric railway traffic, and the railway portion is 20 ft. wide, in order to give facility to the railway company for unloading passen-

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Johnson St. bridge, Victoria, B.C., showing lift span close right.

gers, the tracks being offset for this purpose. The effect of this is that the superstructure really consists of two bridges, a railway one and a general traffic one, erected side by side, the railway bridge costing \$318,000 and the highway one \$600,000. new railways and approaches cre-

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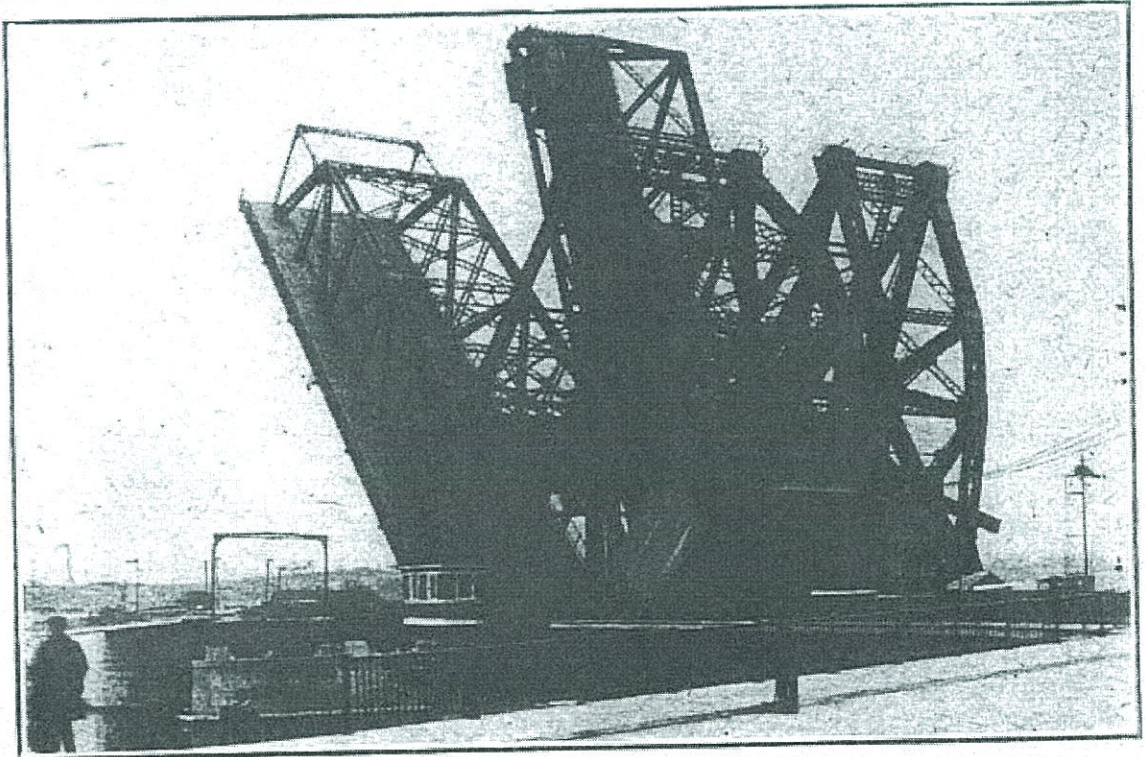
JUNE
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\$200,000, the city providing the balance. The necessary bylaw was approved by the city voters and by the Legislature in 1920, and arrangements were made for going on with construction. The substructure was put in by the City Engineers Department at a cost of \$206,086, some 10,000 cubic yards of material being used, and a contract was let to Canadian Bridge Co., for the superstructure, the Bascule span being built under the Strauss Bascule Bridge Co's direction.

For construction reasons the bridge was built in two portions, owing to the proximity of an old swing bridge, and the necessity of keeping both the rail-

Johnson St. bridge, Victoria, B.C., showing lift span closed.

gers, the tracks being offset for this purpose. The effect of this is that the superstructure really consists of two bridges, a railway one and a general traffic one, erected side by side, the railway bridge costing \$318,000 and the highway one \$600,000; new railways and approaches costing between \$80,000 and \$90,000 in addition. The main portion of the superstructure was completed in 1922, and temporary provision was made for rail-



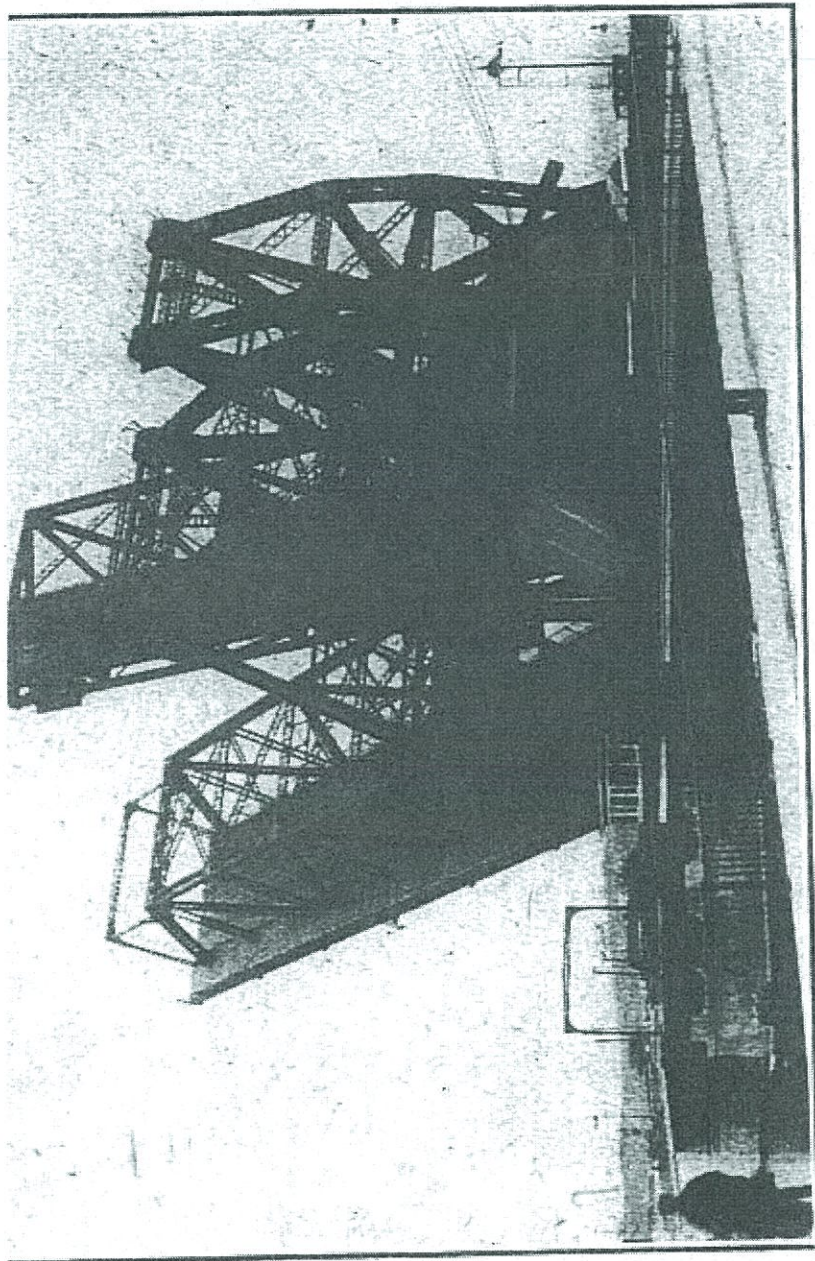
Johnson St. bridge, Victoria, B.C., showing lift span open.

way traffic upon it and the harbor traffic under way. Commencing from the easterly side each bridge consists of one 110-ft. girder span, one 54-ft. tower span, one 150 Strauss bascule span and one 73-ft. plate girder span. The quantity of steel in the superstructure is about 1,000 tons. In order to obtain an under crossing for the roadway under the railway on the westerly side, the grades

way traffic, when the old bridge was taken down in 1923 for the erection of the bascule spans. The work was completed at the end of 1923, and the bridge was officially opened for traffic, Jan. 11.

Machinery Orders.—Canadian National Rys. have given the following orders recently:—One 10-ton, 3-motor travelling crane, 4 air compressors, and one cement gun the orders being divided among

JUNE 1924



Johnson St. bridge, Victoria, B.C., showing lift span open.

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any part of amount estimated for year 1923? operating charges on item was \$ inter-system used in operation of operating tent, cancelled in the revised

Q. "What expenses a maintenance the year expenses of year ended 689,892.95; tenance of 775.95; maintenance of \$2,050.05."

Q. "What of the system and bank 1923, and "The total National Income and Dec. 31."

Held by public Pledged Held in treasury Held by system companies Held by Dominion Government Held in sinking funds

*Includes ment Rys., from Jan. 1

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Inverness Railway and Coal Company's Line Leased by Canadian National.

into the rock ledges in tunnels driven into the face of the bluff. This has been one of the most difficult parts of the project because of the pressures of water and the difficulty encountered in the disposing of the spoil. When the approach grades on the Canadian side are completed, the arch swinging over the river will be started and the construction will be finally finished in the center of the river. It is expected that the bridge will be completed in November. (April, pg. 157.)

withdrew its application for a recognition of its powers from consideration by the Quebec Legislature, is applying to the Dominion Parliament for a revival of its powers and for an extension of time for construction. (April, page 162.)

for the works, other than steel bridges necessary to the complete construction of the roadbed, ready for the ties and rails, and fencing, upon a branch line from Cassidy to South Lorrain, about 17 miles. This branch, we are officially advised, will leave the main line about 2 miles south of Cobalt, and run south-westerly to the South Lorrain silver area. The country is not a difficult one for construction, but there is fairly sharp curvature; a maximum of 10 degrees;

with short 1.5% gradients, have been adopted, thereby reducing grading quantities to a minimum. The branch was located by A. A. Fraser, under the supervision of W. R. Lee, chief locating engineer. G. W. Lee, Chairman of the Commission, was reported as having said in Toronto, April 22, that a contract for the work had been let to Grant Brothers, Ottawa, to be completed by September. (April, pg. 108.)

Vancouver, Victoria and Eastern Ry. We are officially advised that the company has been called upon by Vancouver City Council to pave the approaches and driveway to its station at False Creek in connection with the general work of paving streets in the neighborhood. The estimated cost is \$20,000, and the work will be started as soon as possible (April, pg. 168.)

Imperial Service Medal Awards.—The list of Dominion Government employees to whom the King has awarded Imperial Service medals recently, contains the names of 85 persons, of whom 76 are employed on the Canadian Government Railways. The list includes the following:—Nyeitch Traffic Manager, Montreal; Mechanic, Cashier, Assistant to General Storekeeper, Yardmaster, Chief Train Dispatcher, Locomotive Inspector and

Locomotivehouse Foreman, one and a half; station agents, tickets agents and operators, 7; locomotive men, 11; section foremen and trackmen, 3; baggage masters and baggage men, 6; conductors and brakemen, 8; miscellaneous, 28. The awards are distributed as follows: Prince Edward Island: Charlottetown, 7; Alberton and Exeter, one each; Nova Scotia: Halifax, 7; Truro, 6; New Glasgow, 2; Lunenburg, 1; Antigonish, 1; St. John's Harbor, 1; Enfield, Glengarry, St. Lawrence, 1 each.

arion, Sydney, one each. New Brunswick, 21; Campbellton, 4; St. John, 4; Barabog, 4; Berry's Mills, 4; Acadie, one each. Quebec, 1; Rivière du Loup, 6; Lavis, 4; Mont St. J., 3; Amqui, Drummondville, 2; Cap St. Jacques, 2; St. Charles, 1; Jct., one each.

A dark, textured book cover, possibly black or dark grey, with a fine, grainy texture. In the center, there is a faint, rectangular label or stamp, which appears to be a library or archival mark. The label is mostly illegible due to the low contrast and texture, but it seems to contain some text and possibly a small emblem or logo. The overall appearance is that of an old or well-used book.



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hood. The Mabou Collieries, in connection with which a short length of railway was built some years ago, are in the immediate vicinity, and the Port Hood collieries, which were put up for sale April 2, were reported to have been bought in by A. C. Dymont, Toronto, representing the owners. A press report says that these three colliery properties are to be connected together.

An inspection trip over the line was made early in April by several of the C.N.R. Atlantic Region officials, including W. U. Appleton, General Manager; A. T. Weldon, Traffic Manager; F. W. Robertson, General Passenger Agent; M. P. Tompkins, General Freight Agent; W. E. Barnea, Superintendent of Motive Power; G. E. McCoey, Superintendent of Car Equipment; R. H. Martin, Superintendent of New Glasgow Division; and A.

W. E. Appleton, General Manager, Atlantic Region, Canadian National Ry., issued the following circular, April 16:—
"Effective April 1, 1924, the Inverness Ry., extending from Inverness Jct., mile 1.60, Sydney Subdivision, to Inverness, N.S., will be operated by the Canadian National Ry., and designated as the Inverness Subdivision of the New Glasgow Division. All employees of the Inverness Ry. will be transferred to the New Glasgow Division."

The Hotel Scribe Purchase.

The Minister of Railways and Canals, Mr. Graham, in speaking in the House of Commons on March 18, in the debate on the address in reply to the speech from the throne, announced that the Government had decided to purchase the Hotel Scribe, a building situated in the city of Montreal, for the purpose of converting it into a hotel for the use of the Government.

the throne, said: "Some person has said that the President of the Canadian National Kys. makes mistakes. So he does. There is only one class of people that make no mistake. They are dead. They live no, the man who is alert and who is putting every pound of energy he has into his job, is sure to make mistakes. If the errors made by the managements of private companies were disclosed yearly by year before this House and the coun-

try, it would be found that Sir Henry Thornton had made fewer mistakes than the average man who manages a big concern, I think it was a mistake at that time to acquire the Portia building; I have no hesitation in saying that—Liberalism is free to express its opinion." Sir Henry Drayton, West York, Ont., said in the House of Commons on March 19:—"With reference to the Scribner Hotel in Paris, the Minister of Railways and

lows: 'A syndicate has been formed to take it over. A gentleman is leaving New York, I think on June 15, to conclude the details.' What are the names and addresses of the men who compose this syndicate, and of the gentleman referred to as leaving New York? What was the total amount paid by, or on account of, the Canadian National Bazaar for the Serbian Relief? What was the total amount...

Hon. J. A. Robb, for the Minister of Railways, replied:—"No syndicate exists. London capitalists offered to advance the money up to £700,000, but conditions found to exist in Paris, causing delay, and a heavy depreciation in British currency, rendered it advisable to abandon this method of financing. A company

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thern Realities, controlled by Canadian National Ry. Co. A vote to pay for the property is included in the Canadian National Ry. estimates."

What is the total amount of taxes paid or payable in respect of the said hotel, for the year 1923? The Minister of Railways, Mr. Graham, said: "I have asked a good many times that question, but the difficulty is in getting from Paris the information which is required. I am sorry to say that I have not yet been able to get it."

The following questions were asked in the House of Commons by Sir Henry Drayton, on April 24, and answered by the Minister of Railways, Mr. Graham.

Q.—What was the total amount paid by, or on account of, the Canadian National Ry., for, and in connection with, the Hotel Scribe, Paris?—A. \$2,735.

603, including cost of property, taxes, interest, repairs, and other expenses, imposts, removal of tenants, etc.—Q. "Was the said amount paid out of the cash receipts of the National Eye, or of the said company?"—A. "Of the said company, and at what rate of interest?"—A. "Of the said company."—Q. "What is the name of the company now nominally owning the Hotel Serbie, and who are the directors?"—A. "Société Anonyme Immobilière de la Rue Serbie; S. G. Arehbold, Arthur Vanson,

Ventilation and Heating of Generalways, Generalways Passenger Cars.—L. K. Sileux, Generalways, Superintendent of Motive Power, Chicago, Milwaukee and St. Paul Ry., formerly Mechanical Engineer, Connecticut and St. Paul Ry., "What is the total amount of taxes paid or payable in respect of the said hotel for 1921?"—\$310,939.55".

Porterbury, at Montreal, and Canadian Railway and Marine World to state that the paper read before the Canadian Railway Club in Montreal, on Feb. 12, a summary of which was given in our March issue, was not by him, but by K. F. Nyström, who has for the past twenty years performed important duties on his staff. The mistake did not occur in our office. As the Club's notice of the meeting at which the paper was to be read was not received until after the EMU had already started this issue, the error

Quensland Railway Siding.—W. A. House, Black, Halifax, N.S., asked in the House of Commons recently: "Has a railway siding been built at Quensland, near Hubbard, Halifax County, if so, on what date was its construction commenced and what was its cost?" The Minister of Public Works answered: "No. The

also asked: "Were any reports made by the engineer or engineers on the advisability of placing such a siding at Queensland in 1921, 1922 and 1923?" The Minister replied: "No, request for siding declined by General Freight Agent and General Superintendent, in Jan., 1922, as business did not warrant construction of siding."

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thern Realities, controlled by Canadian National Ry. Co. A vote to pay for the property is included in the Canadian National Ry. estimates."

What is the total amount of taxes paid or payable in respect of the said hotel, for the year 1923? The Minister of Railways, Mr. Graham, said: "I have asked a good many times that question, but the difficulty is in getting from Paris the information which is required. I am sorry to say that I have not yet been able to get it."

The following questions were asked in the House of Commons by Sir Henry Drayton, on April 24, and answered by the Minister of Railways, Mr. Graham.

Q.—What was the total amount paid by, or on account of, the Canadian National Ry., for, and in connection with, the Hotel Scribe, Paris?—A. \$2,735.

603, including cost of property, taxes, interest, repairs, and other expenses, imposts, removal of tenants, etc.—Q. "Was the said amount paid out of the cash receipts of the National Eye, or of the said company?"—A. "Of the said company, and at what rate of interest?"—A. "Of the said company."—Q. "What is the name of the company now nominally owning the Hotel de Serbie, and who are the directors?"—A. "Société Anonyme Immobilière de la Rue de Serbie; S. G. Arehbold, Arthur Vanson,

Ventilation and Heating of Generalways, Generalways Passenger Cars.—L. K. Sileux, Generalways, Superintendent of Motive Power, Chicago, Milwaukee and St. Paul Ry., formerly Mechanical Engineer, Connecticut and St. Paul Ry., "What is the total amount of taxes paid or payable in respect of the said hotel for 1921?"—\$310,939.55".

Porterbury, at Montreal, and Canadian Railway and Marine World to state that the paper read before the Canadian Railway Club in Montreal, on Feb. 12, a summary of which was given in our March issue, was not by him, but by K. F. Nyström, who has for the past twenty years performed important duties on his staff. The mistake did not occur in our office. As the Club's notice of the meeting at which the paper was to be read was not received until after the EMU had already started this issue, the error

Quensland Railway Siding.—W. A. House, Black, Halifax, N.S., asked in the House of Commons recently: "Has a railway siding been built at Quensland, near Hubbard, Halifax County, if so, on what date was its construction commenced and what was its cost?" The Minister of Public Works answered: "No. The

also asked: "Were any reports made by the engineer or engineers on the advisability of placing such a siding at Queensland in 1921, 1922 and 1923?" The Minister replied: "No, request for siding declined by General Freight Agent and General Superintendent, in Jan., 1922, as business did not warrant construction of siding."

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117.)

Esquimalt and Nanaimo Ry.—A recent press report stated that material was being assembled ready for an immediate start for the completion of construction on the 11 mile branch to Great Central Lake. The grading for the whole distance was practically completed and track laid for 3.75 miles in 1919. (March, pg. 117.)

Greater Winnipeg Water District Ry.
—A press report states that the Board

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April 9. (April, pg. 177.)

Esquimalt and Nanaimo Ry.—We are advised officially that this year's appropriations provide for the replacement of a number of bridges, in continuation of the policy of previous years; for general maintenance; for improvements to terminal buildings at Nanaimo, and for the completion of the Great Central Lake branch. This branch starts from about 3 miles north of Port Alberni, on the Alberni Subdivision, and extends to Grand Central Lake, about 10.5 miles. Grading was practically completed in 1919, and some track was laid. We were advised April 2, that track had been laid previously to Stamp River, about 4 miles from the junction, and that it had then reached to within 3.5 miles of Grand Central Lake. The tracklaying and ballasting, which are being done by the railway's forces, are expected to be completed by the end of May. The Great Central Sawmills Ltd., which owns large

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Projected Lines, Surveys, Construction, Betterments, Etc.

an in- timber limits in the Great Central Lake
ure to district, is clearing a site for a 100,000
Nat- ft. per day capacity sawmill at the lake,
sterly and it is reported that its construction
Paci- will be started at an early date. (April,
term- pg. 177.)

Curry, L. D. Wilson and D. A. Drysdale,
Toronto. (April, pg. 177.)

Pere Marquette Rd.—A press report
states that an appropriation of \$99,000
has been made for the erection of new
stations, and that it is expected one will

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od 25, Tp. 68, Range 2, West 5th Meridian.
n- (Jan., pg. 13.)

ng Esquimalt and Nanaimo Ry. — The
or Board of Railway Commissioners passed
n- order 36,766, Aug. 31, authorizing the
aw opening for traffic of the Great Central
se- Lake Branch from Solly Jct. to Great
Central Lake, mile 0 to 10.36. (Sept.,
pg. 447.)

as We are advised officially in connec-
ite tion with the reconstruction of bridge
ie. 103.7, over the Qualicum River, approved
les recently by the Board of Railway Com-
y., missioners, that it was built in 1912, and
re consisted of a steel trestle on concrete
ke pedestals, 155 ft. long, and 125 ft.
he high at the highest point, made up of
he two 45 ft. tower spans and one 75 ft.
on span between. The south approach is
or- a standard trestle 580 ft. long, and the
he north approach is a similar trestle 160
or- ft. long. The latter approach is being
nd replaced by two 75 ft. deck plate girder
rly spans on a rocker bent 57 ft. high, base
mi, of rail to top of pedestals. The latter
and the new abutment are of concrete.

— Kettle Valley Ry. — We were advised

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dary, and a branch to Telsin Lake, B.C. Smith and Johnston, Ottawa, are solicitors for applicants.

Esquimalt and Nanaimo Ry.—The line into the Cowichan Lake district, which branches off from the Port Alberni line at Duncan, B.C., has been completed, and is expected to be opened for traffic early in June.

We are officially advised that the locomotive house, machine shops, boiler house and store to be built on the Songhees reserve at Victoria, will be on the C.P.R. standard plans. The machinery for these shops will be transferred from the present shops at Wellington. The plans for the layout of the yard and station buildings have not been completed. (May, pg. 219.)

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Ottawa, are

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ported that preparations are being made for the erection of a steel bridge at that point, and that large quantities of camp supplies and construction material have been shipped across the river and stored at various points up to Lesser Slave Lake in preparation for the season's construction work. Sub-contracts are reported let for 170 miles of grading this season. (Feb., pg. 83.)

Esquimalt and Nanaimo Ry.—We are officially advised that while there have been considerable negotiations with the British Columbia Government and the Canadian Northern Pacific Ry. as to the division of the Songhees Reserve, Victoria, and its disposition for railway purposes, all matters are not yet finally agreed upon.

A slip, with transfer apron and trestle complete with the necessary dolphin for moving barges at Esquimalt, B.C., was expected to be completed early in March. The slip is intended to furnish additional facilities for transferring rail freight by barge between Vancouver and Victoria. The contract was let to E. R. Doc, Victoria. (Jan., pg. 20.)

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CONSTRUCTION. (April, pg. 168.)

Esquimalt and Nanaimo Ry.—We are officially advised that a contract has been let to E. R. Doe and Brother, Victoria, B.C., for the erection of a 10 stall locomotive house, a machine shop 120 by 60 ft., a boiler house and store on the Songhees reserve, Victoria. The work is to be completed by Aug. 31. (April, pg. 168.)

and Grand Lake Coal and Ry.

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