

VICTORIA,

B.C.

WATER

NARROW

GAUGE

January 1914

elections, Jan. 5.

Victoria, B.C.—The rails recently required by the Victoria, B.C., City Council, were for building a railway on the pipe line grade for the new water supply. The pipe line will have a length of 27.5 miles from the Humpback reservoir to Sooke Lake, along the mountain side. The railway is to be used for transporting concrete pipe and other materials. The gauge is 2 ft. and the gradient 1 ft. in 1,000. There are a great many curves, and several high trestle bridges have had to be built. Part of the line is in operation. C. H. Rust, City Engineer and Works Commissioner, has charge of construction.

Wabash Rd.—Negotiations have been opened with the London, Ont., City Council for running rights over

CUMBERLAND  
RAILWAY  
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COAL COMPANY.

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and extending to Big Opeongo Lake. (Jan.,  
pg. 19).

**Cumberland Ry. and Coal Co.**—The amend-  
ment to its charter which the company is  
asking at the current session of the Dominion  
Parliament, authorized it to acquire the  
undertaking and property of the Spring Hill  
and Parrsboro Coal and Ry. Co., and to  
extend that railway to West Bay and to  
Oxford station so as to connect with the  
railway under construction between Oxford  
and Pugwash. It also authorized the com-  
pany to make running arrangements with the  
Great American and European Short Line  
Ry. over the section of its railway between  
Oxford and Pugwash. This is a re-enact-  
ment of the powers for the construction of  
railways given the company in 1883. The  
railway statistics for the year ended June 30,  
1907, shows that the company has in opera-  
tion 32 miles of line, and in the report of the  
year ended June 30, 1906, the table showing  
the location of railways gives the following  
particulars: Spring Hill Junction, Inter-  
colonial Ry. to Spring Hill Coal mines, N.S.,  
and Parrsboro on the Bay of Fundy, 32 miles;  
Spring Hill and Oxford branch, 14 miles,  
from Spring Hill Mines to Oxford Village on  
the Oxford and New Glasgow branch, Inter-  
colonial Ry., not in operation. This 14  
miles of line covers part of the extension  
authorized by the act. The extension to  
West Bay has been under discussion at  
different times.

The Great American and European Short  
Line Ry., which is mentioned, was incorpo-  
rated by the Dominion Parliament in 1882  
(chap. 73), and it was voted a subsidy of  
\$256,000 in the following year in respect of  
the construction of 80 miles of line between  
Canso and Louisburg. The name of the  
company was changed in 1884 to the Mon-  
treal and European Short Line Ry., and  
since then nothing has been heard of it.  
(Feb., 1907, pg. 87).

**Detroit River Tunnel.**—The work in progress  
at present is principally at the shore ends of  
the tunnel. The two sections of the tube  
sunk off the U.S. shore have been success-

February 1908