Electrical news and engineering July 6 1910

Electrical Development in British Columbia

B. C. E. R. Making Big Extensions—Power Developments Nearing Completion —Telephone Company Spend Half a Million—C. P. R. Laying 10 Strand Cable

Power Plants

Messrs. Mackenzie & Mann and associates, of the Canadian Northern Railway Company, who recently acquired the Dunsmuir coal interests on Vancouver Island for $11,000,000, have already initiated a great scheme of development under the title, The Canadian Collieries Limited. It has been decided to create 50,000 electrical horse power by utilizing the falls on the Puntledge river, in the centre of the Comox coal field, at a cost of about one million dollars. Engineers are now at work, and in the course of a couple of weeks hundreds of men will be employed in building a huge dam across the river and erecting the necessary power plant. The entire undertaking will extend over a year. The electrical energy to be developed there will be utilized in operating a system of compressed air haulage in the mines and in running the various plants as well as the 14-mile railway connecting the various collieries with the ore bunkers at Union Bay. Mr. A. D. McRae, general manager of the Canadian Western Lumber Company, Limited, of Fraser Mills, B.C., who is in close touch with Messrs. Mackenzie & Mann, is also general manager of the Canadian Collieries Limited.

Good progress is being made in connection with the scheme of electrical power development required to carry out the aims of Powell River Paper Company, in which Mr. M. J. Scanlon, of the Brooks-Scanlon Lumber Company, and other well known United States capitalists, are interested. Construction work on the immense pulp mill, saw mill, company buildings, wharves, etc., at Powell River, 75 miles up coast, is well advanced, and a start has been made on the huge dam to be thrown across the falls a mile and a half inland, intended to make a storage reservoir of Powell lake, which extends inland for 40 miles. The company is providing for ultimate requirements of 45,000 h.p., but penstocks to handle only 26,000 h.p. are being installed for the present. The total investment will reach $2,000,000, and the annual pay roll of the concern is placed at $500,000.

Nearly 900 men are engaged on the various works connected with the big power development undertaking of the British Columbia Electric Railway Company at Jordan river, Vancouver Island, and splendid progress is being made. The power house is well advanced, the construction of the dams has been commenced, the pipe-line route from the forebay reservoir to the power house has been cleared and trenched, and pipe laying begun, and rapid progress is being made on the six and one-half mile wooden flume. By the time the costly machinery arrives on the ground the buildings and necessary works will have been completed, and it is expected that the plant will be ready to furnish power in the early spring. The undertaking has proved one of great difficulty owing to the exceedingly rough and broken topographical features of the country where the site for the power house has been chosen. Many thousands of dollars had to be expended in land-clearing preparatory to the actual work on the installation of the power house and system. The monthly pay-roll reaches the large sum of $70,000.

The International Electrical Company, Ltd., comprising Nelson, Spokane and Portland capitalists, which was organized to develop the vast water-powers of the Pend d'Oreille river, has received a preliminary report from Mr. W. E. Moore, the hydraulic engineering expert sent over the route. The river runs to the United States some fifty miles southwest of Creston, B.C., and for nine miles before reaching the boundary it is a series of rapids capable of developing enormous quantities of power. At a point on the Canadian side some six miles from the border the company propose to establish their initial plant, the horsepower available being estimated at 65,000. The cost per horsepower of development is placed at $60, which is considered to be a very low figure. The Sheep Creek and Ymir mining districts are within fifteen miles of the proposed power sites, and Spokane is a possible customer for power, being only 100 miles distant.

Electric Railways

The opening of the British Columbia Electric Railway Company's suburban line between New Westminster and Chilliwack, a distance of 63.8 miles, marks a new forward movement on the part of a company which is doing much for the development of the coast. The official opening was attended by a number of leading citizens of Vancouver and Victoria, as well as by the councils of the various municipalities interested, who were guests of the company. The last spike was driven by Premier McBride in the presence of a large gathering. Various speakers dwelt upon the importance of the new link in the network of transportation which will make it possible for the farmers and dairymen of the district served to keep in close touch with the markets at New Westminster and Vancouver. The B.C.E.R. now has 200 miles of track on the mainland and 25 miles in Victoria. Other sections of the fertile Fraser valley will in the near future be served by lines to be operated by the Western Canada Power Company, whose great power development plant at Stave lake is approaching completion. These lines will promote settlement and enhance to a wonderful degree the prosperity of Vancouver and New Westminster, as well as the small towns throughout the district served.

The British Columbia Electric Railway Company is completing plans for a substantial addition to its lines on Vancouver Island by opening up the Saanich peninsula, which is tributary to Victoria. The new power plant at Jordan River makes this enterprise possible. As the line will pass through a very rich farming and fruit district it is expected that it will bring about a wonderful development of new resources. Other suburban extensions of the city lines are under consideration.

Point Grey, which promises to become Vancouver's most aristocratic suburb, will soon be grid-ironed with electric lines. The municipality has entered into an agreement with the B.C.E.R. to build lines on a number of leading streets, and work is to be pushed with all possible despatch. The routes planned and approved are as follows: On Granville street, from 16th to 24th avenue; on Oak street, from 16th to 24th avenue; on Oak street, from Essex street to River road and along River road to 4th street; on Alma street along 10th avenue, Sasamat street, 4th avenue to Dufferin street, on Alma street, from 10th avenue to 16th avenue; along Clere and Wilson roads to the Lulu Island Railway track at Kerrisdale station.

It is probable that the next important suburban extension undertaken by the B.C.E.R. Company will be a line along the south arm of the Fraser to Ladner municipality. Engineers are making the necessary surveys.

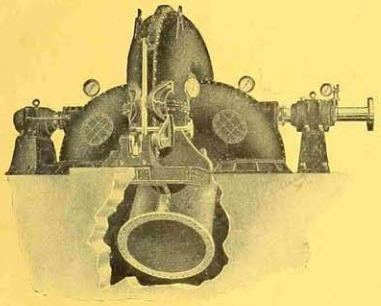
The grading of the new British Columbia Electric Railway tram line to Sapperton, a suburb of New Westminster, via Burnaby, known also as the Vancouver, Fraser Valley & Southern Railway, is now approaching completion. Rail laying has

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